WORLD-WIDE

AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

JANUARY 1949

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Air Carriers in 1948 and 1949

Regulation as a Tool in the Development of the Air Freight Industry

For an Air Merchant Marine Act

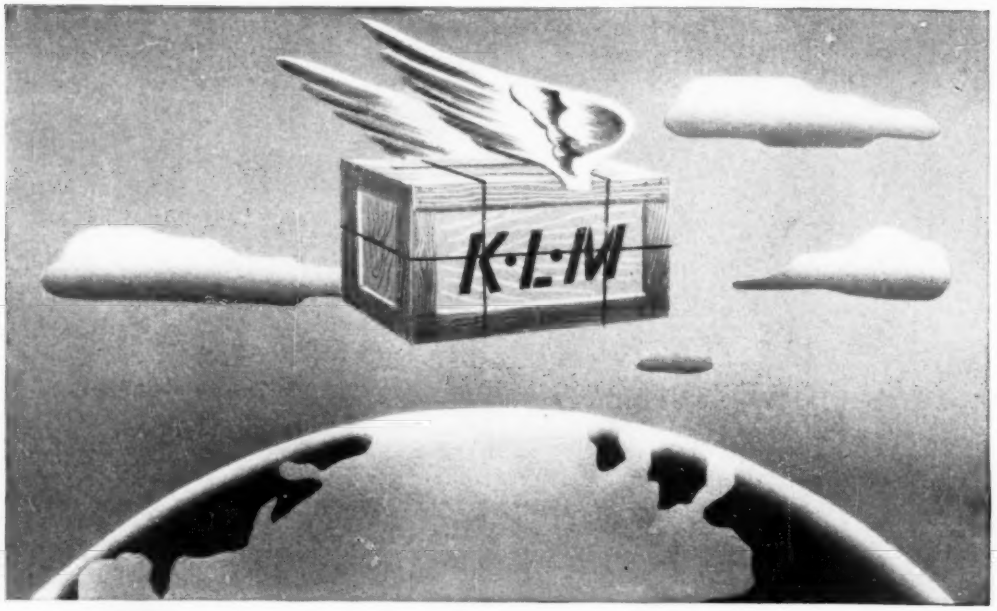
Guatemala, Agriculture, and Air Cargo

3 Heads Are Better Than 1

Improved Martin 2-0-2 Cargoplane

Vol. 14 • No. 1

Across the Atlantic...to All the World



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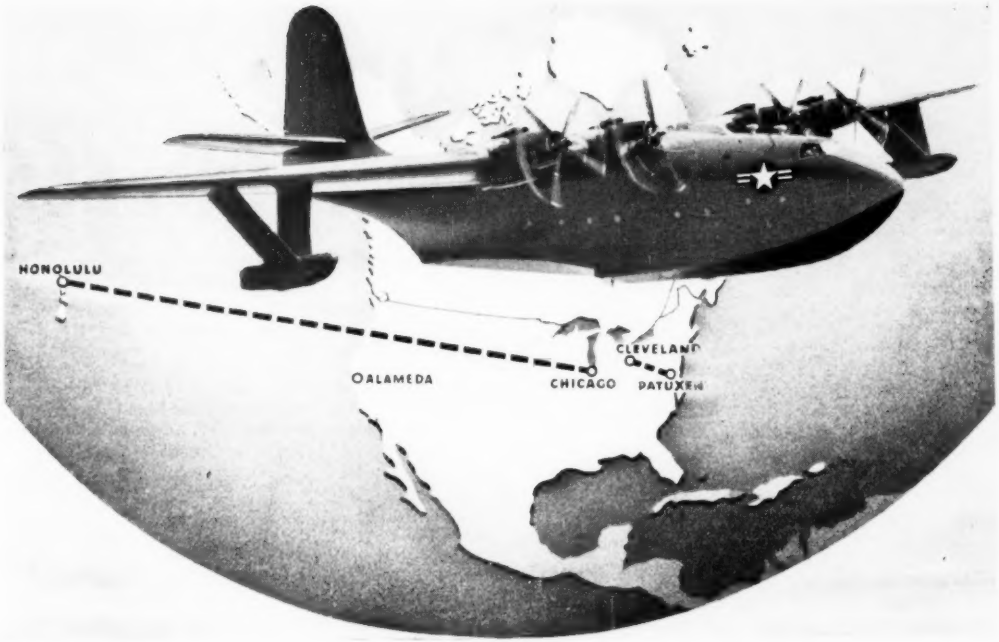

Martin MARS Writes the Future of Seaplanes in Today's Navy Records*

With a series of record-breaking flights, the Navy's new Martin JRM-2 Caroline Mars has refocused attention on the importance of seaplanes in modern military supply planning. And further emphasized the reputation of Martin flying boats for high performance, endurance and reliability! First the Caroline Mars cracked the non-stop seaplane record with a 4748-mile-flight from Honolulu to Chicago. A few days later, this mighty ship carried the highest airborne tonnage in history, flying 68,283 lbs. from Patuxent, Md., to Cleveland. Now, this latest Martin Mars is in service in the Pacific, regularly carrying 39,000 to 40,000 lbs. over the 2,400 miles from Alameda, Cal., to Honolulu!

Said Vice Admiral John D. Price, Deputy Chief of Naval Operations: "Squadron VR-2 with its 145,000-lb. JRM-1 flying boats has provided outstanding evidence of the significant role which large flying boats can play in meeting the logistic needs of national defense. Requiring no prepared forward bases . . . the flying boats can provide air lift in large tonnage volume with efficiency and economy of operation and complete mobility as to bases. Carrying even larger loads than its sister ships, the Caroline Mars will provide an important boost to the total air lift available in the Pacific."

It's another Martin "first" . . . building air power to save the peace, air transport to serve it!

THE GLENN L. MARTIN CO., BALTIMORE 3, MD.

* **RECORD-BREAKING FLIGHTS:**

	Distance	Payload
HONOLULU TO CHICAGO	4748 miles (plus 42 crewmen and passengers)	14,000 lbs.
PATUXENT, MD. TO CLEVELAND	390 miles (longer than the Berlin air lift)	68,283 lbs.

Martin AIRCRAFT

Builders of Dependable Aircraft Since 1909

AIR CARGOREELS

THE RACING DRIVERS may have been a little skeptical about it all, but Panagra cargo men proved that it is possible to ship a racing car by air. The car, which took part in the international races over the Pan American Highway, is shown in the cargo hold of the Panagra cargoplane (above). It was airshipped from Lima to Buenos Aires in a matter of hours, which is the usual these days.

HERE'S ONE OF a half-dozen white-tailed deer flown from Minnesota to Finland to "help bolster a herd of white-tails there which trace their ancestry back directly to a shipment from the North Star State 14 years ago." The animals were airfreighted from Minnesota to New York by Northwest Airlines and then on to Finland by Scandinavian Airlines System. Shown in the photo are Minnesota Governor Luther W. Youngdahl (kneeling); Frank Blair, Minnesota Director of Game and Fish; and Lorraine Ellefson, Northwest stewardess. Bon voyage!

RANCH-RAISED MINK and silver fox furs, part of a total consignment valued at $100,000, shipped from Denver to Eastern markets via United Air Lines. Consignor was the New York Auction Company of Denver, one of the world's largest marketers of ranch-raised furs. Seated among this great wealth and eternal delight of milady is the happy UAL Stewardess Marge Durrstein.

TRANS-CANADA AIR LINES cargo men check a full cargo of gift parcels at Montreal for North Star flight to London. An important part of this cargo is meat. Modern refrigeration methods insure the preservation of all types of airborne perishables. Note the waiting *North Star* in the background. It's a Canadian DC-4 version.

TWENTY-FOUR HOURS after they were placed aboard an Air France *Comet* in Paris, these Africa-grown orchids are shown in the smart floral shops of New York's Fifth and Park Avenues. The French national airline reports that rare tropical flowers form a regular part of its airborne shipments. And, while on the subject here's . . .

THE SABENA ORCHID, by Flandria of Bruges, Belgium, named in honor of Sabena Airlines. A cross of the Laelia Cattleya Van Eyck and the Laelia Cattleya Nicolette, the plant is reputed to be worth $110,000, with each bloom valued at $200. These Sabena orchids, displayed at the National Capital Orchid Society Show in Washington, were flown to the United States by the Belgian airline for which it was named. Orchids to Sabena!

AIR TRANSPORTATION

The world's first and only air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years.

John F. Budd, Editor and Publisher

Richard Malkin, Managing Editor

B. L. West, Business Manager

Frank W. Budd, Circulation Manager

Langdon P. Marvin, Jr., Contributing Editor

J. Prescott Blount Contributing Editor

Edgar H. Bauman, Field Correspondent

L. A. Goldsmith, Economic Analyst

Everett Hart, Advertising

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COVER

The cargo-laden winged sabot highlights the thirtieth anniversary of KLM Royal Dutch Airlines, one of the world's real air transport pioneers. Hats off to KLM!

Executive who never flew a plane before

is on his way by *Bonanza* in 12 hours

"I don't know where this idea came from that you have to be a long-experienced pilot in order to be a Bonanza-businessman," declares Francis D. Wetherill, executive of John Wanamaker's, Philadelphia. "With no previous aviation experience, I bought a Beechcraft Bonanza—and was on my way after only twelve hours of instruction. It's the plane—not me. I find it perfectly simple and easy to fly. And no investment I ever made paid me bigger dividends!"

"Bonanza-businessmen, as Mr. Wetherill calls them, have upset a score of traditions in their adoption of this fast, efficient, economical transportation," says Guy Miller of Wings Field, Inc., who delivered Mr. Wetherill's 4-place Bonanza and arranged his instruction. "The idea of a long and arduous period of 'learning to fly'—an idea that has kept all too many executives tied to surface transportation—has been thoroughly dispelled by the sound design and flying characteristics of the Bonanza."

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MODEL A35

Guest Air Cargo Editorial No. 15

By JOHN CHURCH
Air Cargo Manager
Scandinavian Airlines System

John Church

WHEN, after the war, transatlantic air service became well established, the airlines opened their doors for air cargo without any very clear idea of what would be the result.

Within the United States and Canada, air express and later air freight had entered a field already highly developed, offering a wide variety of types of transportation, with a complex differential rate structure minutely classified in terms of the ability of various commodities to pay, and their needs for speed and special service. The principles on which this luxuriant rate structure is based, proved applicable almost without change to the airlines' problems: and the previous rate-making experience of the surface carriers has been a valuable guide. Air freight rates, while averaging higher than rail express and first class lcl rail freight rates, are within the same range: as their rates have come down, the domestic airlines (besides creating business of their own) have been progressively moving into their relatively high-cost surface traffic.

The transatlantic carriers are in an entirely different situation. For cargo other than bulk, there is only one type of surface transportation—the Conference steamship lines—with a little non-Conference competition thrown in. The rate structure is practically useless as a guide to the air carriers, for two reasons. For one thing, rate differentiation is based, as much as anything, on the stowage needs of vessels—not a problem in air cargo practice. Second, the average rate is a fraction of that charged by overland carriers, whereas air carriers face the high costs of over-ocean operations. As a result, with rare exceptions, transatlantic air and surface rates do not form a unified picture, and as of now, it cannot be said when, or even if, they ever will. Developing their rate structure, the airlines have to proceed almost in a vacuum.

The result, if my colleagues will forgive me, has been an excess of theory; the transatlantic air cargo rate structure is still only distantly related to its market.

To begin with, it had to be assumed that there was a need for express service—a class of cargo then moving by steamer, but ready to take to the air at 40 times surface rates, for the sake of speed and some other advantages. Of course, that turned out to be true. The Conference airlines' initial success was in exploiting this market.

Why it was true seems still misunderstood. More precisely, many reasons why goods move by air have been recognized, but how these reasons interrelate, or apply to particular commodities, are questions often apparently unasked. As a good example, let us look at how the Conference deals with the problem of valuable cargo.

A Conference resolution now on file with the CAB (temporarily ineffective due to a technicality) indiscriminately surcharges valuables up to 10 times ordinary rates on values of about $2,100 per pound. This may be interpreted as generally asserting that the more the goods are worth, the more they benefit from air service. It overlooks entirely what advantage particular commodities derive from being flown, and just how great those advantages are. It also overlooks the existence of air parcel post, the rates of which in all likelihood set a ceiling on what valuables, or practically anything else, will pay.

Another Conference resolution sets a 50 percent surcharge on bullion, with no reduction for quantity. It derives from prewar practice in Europe and between Europe and the Middle and Far East. It has been uncritically assumed that the same practice will produce the same results on the North Atlantic. Nothing could actually be less true. Not only is it impossible to surcharge bullion in this trade. Between New York and most North European seaports, the regular one-pound charge is too high; between New York and South Africa, even the reduced 100-pound charge is too high.

This anomaly arises chiefly because the rate men do not seem to appreciate why gold pays such a high rate in the Eastern Hemisphere. It is supposed to have something to do with the high value of gold, and the great speed of air transport. Interest charges during time of transit are cited as a factor.

A little reflection will show that gold will seldom pay more for air shipment than the combination of transportation and other charges applicable to surface transport on any particular route. It is not perishable, in the sense

(Concluded on Page 35)

Some top airline cargo men join to give the reader a picture of the . . .

AIR CARRIERS

QUESTION 1: ***What strides have been made by your company during 1948 in serving the air shipper?***

QUESTION 2: ***What can the air shipper expect in 1949?***

THE ANSWERS . . .

M. P. BICKLEY
Cargo Sales Manager
UNITED AIR LINES

IN 1948, with December estimated, United Air Lines flew 20,068,000 freight ton-miles compared with 10,161,000 in 1947. In addition, the company flew 7,233,000 express ton-miles, an increase of five percent from 1947, and 9,271,000 mail ton-miles, a gain of seven percent. Further gains in air mail volume are anticipated, due to a full year's operation of air parcel post.

To meet this upsurge in demand, the company increased its cargo carrying capacity between Chicago and New York by 80 percent, between Chicago and Denver by 45 percent, and added new service to the West Coast and New England. Between October, 1947, and December, 1948, United added four converted DC-4s to its all-cargo plane fleet of 19, boosting carrying capacity by 48 percent.

To aid shippers, United introduced a new waybill, expediting combination air-truck shipments to and from a large section of the Middle West. United also negotiated agreements with additional truck lines, bringing to 72 the number of over-the-road shippers the company has working arrangements with. Ground pick-up and delivery was expanded to include all major points served by the airline. Assembly and distribution services were offered to shippers. Many additional products were placed under specific commodity rates, averaging 16 cents a ton-mile. Interline air cargo agreement with all principal domestic and international carriers were signed during the year, facilitating cargo shipments to all parts of the world.

United's entire cargo operation was streamlined through increased efficiency of ground crews and the establishment of a payload control center in Denver. Payload control enabled the company to make maximum use of all cargo space available and made it possible to provide shippers with information on when their shipments would move. Between July, when the system went into effect, and Christmas, payload control resulted in United carrying almost 1,000,000 pounds of additional cargo.

Ground operations were speeded by introduction of endless belts, the partial palletizing of loads, the use of lift trucks, and an expansion of the company's fork lift fleet.

Peak loads of the year were carried just prior to Christmas when United broke all its previous cargo records. During December, the company flew an estimated 2,905,000 cargo ton-miles, 41 percent above December, 1947, and 43 percent above the January-November, 1948 average.

WILLIAM J. BUTLER
Air Cargo Manager
SABENA BELGIAN AIRLINES

TRANSATLANTIC cargo business is growing steadily. Furthermore, there is plenty of evidence that shippers of perishables are not the only ones who find air speed an advantage.

Some indication of the growth of cargo business this year is indicated by the fact that more than 60 percent of Sabena's eastbound business moved in the second half of the year. This growth is also shown by the average eastbound revenue per month, which was only a little more than $9,000 in the first half and more than $15,000 per month in the second half.

Perishables are obvious products for air shipment and there is more than one indication that this branch is destined to expand as European conditions improve. Earlier this year, it would have been possible to air-ship substantial tonnages of lobsters to Belgium, had not the Belgian Government decided at that time that they were in

in 1948 and 1949

the luxury class of food and could not qualify for import licenses. However, as European conditions improve, not only may lobsters and other luxury foods move eastward, but Belgian distributers of such foods as endives (chicory) and grapes may use air for transocean deliveries. It has been considered. Endives and large, flavorful grapes from Belgium are by no means the only perishables of high quality that Europe has to offer the United States and 1949 should mark real progress in the growth of this type of air business. Add to this, continued shipments of Belgian-bred singing canaries and homing pigeons which Sabena carried at intervals during 1948, and perishable cargo should continue to be substantial.

Shippers have long recognized the value of air speed for perishables, but there has been slower realization that air transport's speed overseas cuts delivery time from days or even weeks to hours, drastically reducing the time that money is tied up in a shipment. During this year, Sabena has handled numerous shipments to Europe to nylon hosiery and yarns, and has carried ball point pens and plastic toys to Switzerland. These are examples of non-perishable goods moved profitably by air. The actual transportation cost per pair of nylons was inconsequential because of light weight. This was largely true of the plastic toys and pens. Furthermore, the shippers' cash investments were tied up in transit for only a fraction of the time required by surface.

These examples are, of course, eastbound. Westbound shipments from Europe have included records, samples of carpet, leather goods, gelatin, cement, machinery parts, thousands of dollars' worth of orchid plants and even a few cut orchids for exhibition in the United States. Among the cut orchids was the Sabena, named by Flandria of Bruges, Belgium, to mark the twenty-fifth anniversary of the airline as an international passenger carrier. The Sabena received the first Award of Merit granted by the recently established Washington Orchid Society in Washington, D. C.

From these facts on cargo in 1948, it seems reasonable to conclude that both perishable and non-perishable transocean cargo shipments will continue to grow in 1949. A simple comparison shows why. Air-shipping time, New York-Los Angeles, about 3,000 miles, is 12 to 14 hours; surface time is about three days. Air-shipping time, New York-Brussels is 15 hours; surface time by ship is seven to 10 days. In many cases the more time saved, the more money is saved. So, watch transocean air cargo grow.

■

JOHN CHURCH
Air Cargo Manager
SCANDINAVIAN AIRLINES SYSTEM

Another AIR TRANSPORTATION *Symposium*

PERHAPS the most important movement in SAS' service last year, was the creation of a network of cargo sales agents throughout the country. Contracts have been signed with a large number of well-known forwarding agents. To the shipper, this means that the many advantages of shipping through an agent, such as pick-up service regardless of location, documentation and the prompt issue of airwaybills, are now available at practically all points.

Transshipment service at transfer points such as New York and Copenhagen has been streamlined and now rarely takes more than a few hours. A high percentage of arriving transit shipments go forward the same day.

Inauguration of SAS service to Swiss points, Athens and destinations in the Middle East at competitive rates has been an important advance in general service to our clients.

For 1949 SAS looks forward to the further extension of its service to points in Europe and the Middle East. A system of confirmed allotments of space in connecting flights will be a practical guarantee to our clients of quick handling and prompt deliveries.

SAS also intends to introduce specific commodity rates to adjust its tariff structure to a larger market than heretofore, enabling new products of many types to take to the air for the first time.

In New York, a downtown SAS terminal will be opened up for the convenience of shippers and agents wishing to make deliveries in the shipping district.

■

R. W. GILBERT
Director of Sales
WILLIS AIR SERVICE

WITH the closing of 1948, Willis Air Service has developed its shipper service to a figure approaching 200,000 revenue ton-miles per month on air freight service between the New York and Florida areas alone, after having started the year with an almost negligible domestic tonnage. At the end of 1947, Willis was the largest air freight carrier, by tonnage carried, between the mainland and Puerto Rico, which operation was suspended by the Civil Aeronautics Board pending Willis' route application for certification on Puerto Rican service.

Willis then turned its attention to the development of air freight service on

the eastern seaboard of the United States. In 1948, the number of domestic shippers served developed proportionately with the increasing number of ton-miles flown. This increase was occasioned not only by the regularity and reliability of all-cargo service between the terminal points, New York and Miami, but also due to Willis' efforts to provide an unrestricted freight service insofar as aircraft limitation would permit.

Single pieces were carried in weights varying from one pound to 6,000 pounds. Cargoes were handled that require such personalized skill and attention as valuable as gold, fragile as glass, delicate as baby chicks, perishable as meats and flowers, special handlings as for horses and cattle, garments on hangers, and live tropical fish.

A wide variety of services rendered on the above types of shipments become safe and economically sound in air transportation by virtue of Willis' aircraft and traffic engineering and the continued training of its pilot and ground personnel to properly serve these commodities. The Sales Department contributed to the shippers' service, not only through the accepted means of sales representation, but also through constructive engineering type sales and preparation of air transportation analyses for the shippers. These analyses show where the economics of air freight transportation may apply to the particular shipper and his particular commodities. Advantages to the shippers resulted in dollar-and-cents savings, as well as the extension of their markets to new areas, and the establishment of new merchandising methods.

Willis Air Service has also encouraged the air freight forwarder, who, with his specialized shipping knowledge and services to the smaller shipper, has brought air freight to the shipper who otherwise may have been uninformed about air freight transportation.

1949 holds in prospect continued progress and expansion of the sales services and traffic services developed through 1948 and an increased number of points served on direct line hauls as well as interline hauls, both domestically and internationally.

"Freight by air is the only way to get it there," says KLM's air freight manager.

•

ALBERT JANSEN
U. S. Manager, Freight Division
KLM Royal Dutch Airlines

DURING the year 1948, KLM Royal Dutch Airlines made a very thorough investigation as to why a shipper actually uses air cargo. The reasons arrived at were very obvious. First, air freight must

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arrive at its destination within two or three days after departure. All the airlines realize this and strive to accomplish this service.

KLM became fully aware of the importance of giving two or three days' delivery, but then discovered that due to Government documentation, air cargo was being held at points of destination.

It was during this year that the Supair-Cargo was first introduced to the shipper to eliminate time spent after his freight arrived at destination. The duties of this extra crew member (Supair-Cargo) is to fly with the freight and be solely responsible for the paper work involved before landing.

For instance, a cargoplane coming from Europe to New York requires: arrival notices written to all the consignees; carrier certificates for custom purposes; tally receipts for delivery to the consignees; and a complete file set-up for that particular trip so that any one piece of cargo can be identified on a 20- or 30-page freight manifest.

With the Supair-Cargo, the plane lands in New York, is unloaded in approximately an hour or two with the papers already on their way to the consignees who have already been notified and are waiting for arrival of their cargo.

It has been proven that this service has saved importers in the United States anywhere from one to three days in receiving their cargo or forwarding it to other destinations throughout the world. The shipper and the consignee deserve this speedy service because they use air freight. As this service continues, the experience gained will repay the shipper and consignee one hundred-fold for using the modern means of transportation, the airplane.

The shipper can and will reap the benefits of another year's experience gained by the people handling his cargo in this comparatively young industry which will more than prove to the shipper that freight by air is the only way to get it there.

Air Cargo Insurance

BOEING STRATOFREIGHTER

WHEN air cargo moves at three miles a minute—and every minute means money—then air cargo insurance service must move at the speed of flight, too.

But, as in aviation itself,—speed and precision in insurance service require years and years of practical experience and a world of knowledge. *And a mind open to change!*

That is why our policies, which protect shipments everywhere, are not only firmly based on sound insurance principles;—but are kept in step with rapidly changing air transportation developments at all times.

Let us aid you in maintaining proper air cargo coverage for your clients.

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HUGH JOHNSTON
Director of Cargo Sales
TRANS-CANADA AIR LINES

THE biggest news in the cargo field in 1948, so far as Trans-Canada Air Lines was concerned, was the establishment of an air cargo service in addition to the existing air express service on all its domestic and trans-border routes. This new service was established in recognition of the need for a low-cost air shipping service in Canada, and the response to this new service has been very gratifying. Its acceptance by an ever-growing number of shippers is shown by the fact that during 1948 TCA carried almost 1,500,000 ton-miles of cargo—air express and air cargo—as compared with 543,000 ton-miles of air express in 1947.

In addition, TCA's international air cargo between Canada and the United Kingdom, Ireland, Bermuda, and the West Indies, with connections with other carriers has made it possible for us to offer a world-wide air shipping service to Canadian shippers.

What of 1949? To serve air shippers in 1949 TCA intends to follow a three fold program of education of shippers, development of complete information service, and improvement of transportation service.

We in TCA feel that the obligation rests with us to inform and educate shippers served by our routes to the advantages of air shipping, arising from its speed and service.

Hand in hand with our campaign to educate shippers will go a plan to more fully equip all our offices and forwarding agents with complete rate, documentation, and other necessary information in connection with shipping by air so that the shipping public may feel confident that accurate information in connection with air shipping to all parts of the world may be quickly and accurately obtained from all Trans-Canada offices, or from forwarding agents representing us.

Finally, realizing that our educational campaign and our plan to establish all offices as informational centers for air cargo, will be of little significance unless we finally give good service when shipments are actually given to us, we plan to be constantly on the alert to effect improvements in our actual transportation of air cargo, both in the air and on the ground.

It is our thought that in carrying out this program we shall be constantly improving our overall service, and at the same time widening its use, with consequent benefits to shippers and at the same time to ourselves.

•

DUDLEY MARROWS
Special Representative, San Francisco
BRITISH COMMONWEALTH PACIFIC AIRLINES

THE year ending December 31, 1948, has been an epochal one for BCPA: during this period, in addition to consolidating itself, it has increased its service frequencies, and, on the expiration of its contract, on April 25 last, with its then interim operators, Australian National Airways Pty. Ltd., it took over the operations of its services on its own behalf. In addition, BCPA has opened a new and modern office at 347 Stockton Street (just off Union Square). Two cargo agents have been appointed in San Francisco.

The services operated by BCPA are from Sydney, Australia, and from Auckland, New Zealand, to San Francisco and on to Vancouver, British Columbia, and return, the intermediate points of call on both the Australian and New Zealand services being in common, namely, Nandi (Fiji Islands), Canton Island and Honolulu. The present total of frequencies is four return services every two weeks, consisting of three Australian, and one New Zealand, return services.

BCPA as a result of the installation of slumber seats, which reduced seating capacity from 38 to 30 passengers, has been able to offer shippers more cargo space and better service. Previously, over the long hauls when 38 passengers were being carried, because of the weight consideration, cargo payload had to be restricted. Now its *Skymasters* can carry as much as their cargo pits will allow. In order that it may obtain the carriage of as much air cargo as possible, BCPA has set up a cargo organization which insures the air shipper the best possible service. Arrangements have been set up along the route whereby almost any type of air cargo, including perishables, may be handled.

Looking into 1949, BCPA is hopeful that modern large pressurized aircraft will be placed into service on its routes. The DC-6 aircraft recently purchased by the Australian Government may be used on the Australasian transpacific routes. The air shipper may, therefore, expect faster carriage, they certainly can expect and obtain good, consistent service.

•

J. W. G. OGILVIE
Cargo Sales Manager
PAN AMERICAN WORLD AIRWAYS

DURING 1947 Pan American carried 1,616,000 pounds of *Clipper* cargo over its Atlantic routes, 1,729,000 pounds of cargo over its Pacific and Alaskan routes, and 17,002,000 pounds of cargo to Latin America, for a total of 20,348,000 pounds. During the first six months of 1948 the Latin American Division cargo was running 35 percent ahead of the previous year, the Atlantic 20 percent, and the Pacific Alaska more than 100 percent ahead of 1947.

Without considering the effects of the shipping strikes, Pan American will carry at least 30,000,000 pounds of air cargo in 1948.

(Continued on Page 30)

Specializing in Air Cargo Packing

Here at The Manhattan Storage & Warehouse Co., the packing of goods of the highest value, demanding utmost care and precaution, has been a consummate craft of long development. This long and successful experience is the background for packing any commodity traveling by air, from specialized merchandise to drugs . . . packed scientifically-light yet with the utmost degree of safety. Let us tell you more of the value of this forward-looking service.

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*Trade Mark, Pan American Airways, Inc.

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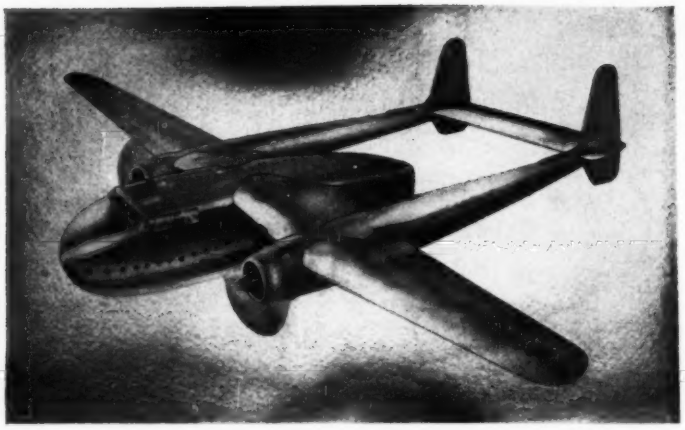


For an . . .

Air Merchant Marine Act

By LANGDON P. MARVIN, JR.

Former Chairman,

Interdepartmental Air Cargo Priorities Committee

IN previous articles I have shown how short this country is of freight planes. If we ever had to open up another airlift besides Berlin, or if we were to get into a war, this country would not have nearly enough cargo-planes. We need a very big commercial air cargo industry so that its planes could be an auxiliary to the military in case of trouble—just like the Merchant Marine.

I think the commercial cargo potentials are big enough to give a lot of new business to the airlines who are already certificated and flying commercially as well as to some qualified new airlines which a number of young veterans have been trying to get started since the end of the war. Therefore, I feel that any legislation designed to bring about a big fleet of freight planes can offer with all fairness a place to both the presently certificated and the non-certificated airlines. For national defense we need both.

I am opposed to legislation that discriminates against one company or any group of companies. On October 25, Senator Owen Brewster held a meeting in his office in Washington at which he unveiled a good many bills which he had already printed up for introduction into the 81st Congress. A number of these bills seems to be definitely discriminatory.

One would automatically limit all Government travel and cargo traffic to the certificated lines, thus making it impossible for the taxpayers, for example, to save some money as they did last year when the Army took the lower bid of a non-certificated airline to fly Army traffic to Japan against the higher bids of several other airlines, and also making it impossible for the military to use non-certificated freight lines as they are now doing to supplement the Berlin lift, etc. Another bill would peg the rates of the non-certificated airlines operating abroad, although leaving the certificated airlines free to cut their throats in a rate war, and then boost their rates higher than ever once their little competitors went broke. Still another bill would permit the Government to lease its surplus planes *only* to the certificated airlines —and thus ruin the veterans' air freight lines whose existence has been based on getting extra military planes. And there were other bills: which relieved the scheduled airlines from paying the overtime of customs officials, from paying fines for importing aliens without proper papers, etc., but which denied similar privileges to the non-scheduled lines.

Because this legislation is discriminatory, and because in my mind it is not adequate to meet the bad case of unpreparedness which exists in the air cargo field in this country, I am, with an impartial point of view and at my own expense, drafting an Air Merchant Marine Act for introduction into the 81st Congress in January. It seems to me that this legislation deserves support by manufacturers, by the unions representing employees of both the manufacturers and the airlines, by the certificated and non-certificated lines, by the military, and most of all by the public.

The final draft of this bill will, of course, be in suitable legal language, and may differ in content from the non-legal version which I am now making public, but I think that all persons interested in aviation should be familiar with the general objectives of this legislation.

Constructive suggestions on this legislation from readers would be greatly appreciated.

THE AIR MERCHANT MARINE ACT

To provide for the creation of a fleet of freight planes adequate for the commerce and defense of the United States.

Title I—Manufacturing

(a) to provide for purchase by the Government of existing models of freight planes (and equipment) in numbers adequate for the national defense and in designs suitable for both military and commercial service.

(b) to provide for the expenditure or obligation by the Government over a five-year period of funds for research and development of new models of freight planes (and equipment) suitable for both military and commercial service.

Title II—Air Freight Operations

(a) to empower the Government to lease any cargo aircraft not needed for Government operations in peace to commercial operators, whether presently certificated or non-certificated, with provision for their mobilization in time of national emergency, and with provision that 75 percent of the operating personnel of the aircraft operator be members of the reserve components of the armed services.

(b) to direct the Government to make a national survey of both the military requirements and the commercial potentials for freight planes, and to keep such a study current annually.

(c) to empower the CAB to grant with a minimum of delay certificates of convenience and necessity ("cargo certificates") to scheduled or non-scheduled operators desiring to carry only cargo (express, cargo, freight and parcel post) with the aim of providing maximum employment in domestic and foreign commerce of the aircraft leased under (a).

(d) to relieve both scheduled and non-scheduled air cargo companies from paying overtime customs charges at airports.

(e) to repeal the Federal transportation tax on air carriage of property and persons.

(f) to extend the authority of CAB to regulate rates of United States air carriers in foreign commerce.

Title III—Air Mail

(a) to separate in Government accounting the service rate paid for carriage of the mails and parcel post from any subsidy.

(b) to require written justification by the Civil Aeronautics Board prior to any appropriations by the Congress of sums containing subsidies for air carriers in excess of the actual service rates.

(c) to amend Public Law No. 819 of the 80th Congress (Air Parcel Post) to provide that compensation by the Government to the carriers shall not exceed by more than five cents a ton-mile the minimum air freight rates prescribed by the CAB, to provide suitable reduction in the charges to the public, and to provide for use of the services of non-certificated air carriers.

(d) to amend Public Law 900 of the 80th Congress by deleting sentence 1 of paragraph 201, which raised the rates on air mail from five to six cents an ounce.

Title IV—Government Organization

(a) to establish within the Department of Commerce an Aircraft Development Corporation of Seven Members, which, under the general supervision of the Secretary of Commerce, shall administer Title I and Title II (a) & (b) of this Act.

(b) The President shall appoint (1) Member and from the Members shall apoint the Chairman of the Corporation. The remaining Members shall be appointed individually by the Secretary of Defense (3) after consultation with the Secretaries of Army, Navy and Air Force, and by the Secretary of Commerce, (1) by the Chairman of the Civil Aeronautics Board, (1) and by NACA (1).

(c) Members will be compensated at a rate of $15,000 per annum and will devote full time to the Corporation.

(d) Decisions will be made by majority vote.

(e) The Corporation shall be empowered to hire such personnel as the Members deem necessary and to negotiate contracts for goods and for services.

(f) The Chairman shall transmit a complete report to the Congress on the 1st of January each year.

(g) The Corporation shall be assisted by an Advisory Council of Six Members, invited by the Corporation, to serve for annual terms at a compensation of $50 per day, to represent the Manufacturing industry, the certificated and non-certificated airlines, labor, and the public (2). The Corporation shall also be empowered to consult with any individual or institution and to hold hearings and invite witnesses.

(h) There is hereby appropriated to the Corporation such sums as are necessary to carry out the purposes of this Act, and any money so appropriated shall remain available for obligation during the present and four succeeding fiscal years.

The top executive of an IATA air cargo agency tells why . . .

3 HEADS *Are Better Than* 1

By A. V. Hall Mulford

President

A. F. Cofod and Company, Inc.

THE time has definitely arrived for the airlines, the forwarders, and the shippers to sit down regularly at a roundtable—and *decide*—not just discuss—what is best for all.

This writer has read many articles by airline men stressing their opinions, by forwarders urging certain action, and by shippers pleading for better service and cooperation. Too often has the advancement of aviation been retarded by individuals blinded by their own troubles, or seeking a temporary advantage over their competitors.

This situation must be ended, and only by unity of thought and action will the goal toward which we are striving be reached.

Keeping the above thoughts in mind, and at risk of offending some whom the author respects as good businessmen and friends, let us consider steps which should be taken.

The organization of airline conferences, similar to the steamship conferences, would seem to be a step in the right direction. It is understood that they have their shortcomings, but no one can deny that in many instances they have brought order out of chaos. Every airline man with whom the writer has discussed such a possibility agrees it would be healthy.

For example, it has always seemed unnecessary to receive a rate change or a list of special commodity rates from one airline, and then in quick succession, every other competing line sends out practically the same notice with minor variations.

The airwaybill has been fairly well standardized, but standardized offline guides, letters of instruction, methods of splitting airwaybills, methods of figuring charges, etc., would help everyone.

The writer recently had the amusing experience of being told by three different individuals in one office *three different ways* to split their airwaybills.

Those close to the airlines constantly hear talk of sharp practices, or unfair tactics, employed by competitors. Would it not be well to have such talk brought out into the open at a conference meeting, and have it either confirmed or proven false?

Finally, it has been the writer's pleasure to meet with the top-flight salesmen and accounting men of practically every major airline in the metropolitan area. Without exception, they are intelligent, clear-minded individuals, each believing his company to be the best. What better group could meet and arrive at important decisions?

A source of aid to the forwarder is the CAB. Readers may have heard the Board referred to as snoopers. This is definitely an injustice to a sincere, earnest group of men who are striving to assist all parts of the industry. One is always welcome in its offices, and CAB officials are anxious to learn more about prevailing problems.

The airlines, themselves, must do more to accommodate the forwarder and shipper than is being done today. Possibly this never will be realized until the airlines stop what is definitely a vicious practice—playing passengers against freight.

We all realize this is a highly controversial subject, but no one seems to want to face the facts. The facts are fairly well defined. The 200-pound case that has been booked, and then shut out because Mr. X has purchased a ticket, can cost the airline thousands of dollars.

Shippers today pay reluctantly for speed, *and speed alone*. The salesman spends much time praising the advantages of air movements. Booking is made, delivery assured, and then the rude awakening—the cargo did not go as scheduled.

The situation is further aggravated by the fact that the shipper has already cabled departure time and flight number. The shipper or forwarder knows nothing of the shut-out until the consignee cables advising non-receipt of cargo.

The author knows of many cases of this nature where the shipper now prefers shipment by steamer, rather than face unknown delays, pay high rates, or jeopardize a foreign contact which is dependent on delivery by a certain date. *This is most important at the present time when new import restrictions, or higher duty rates, might affect the cost to the consignee.*

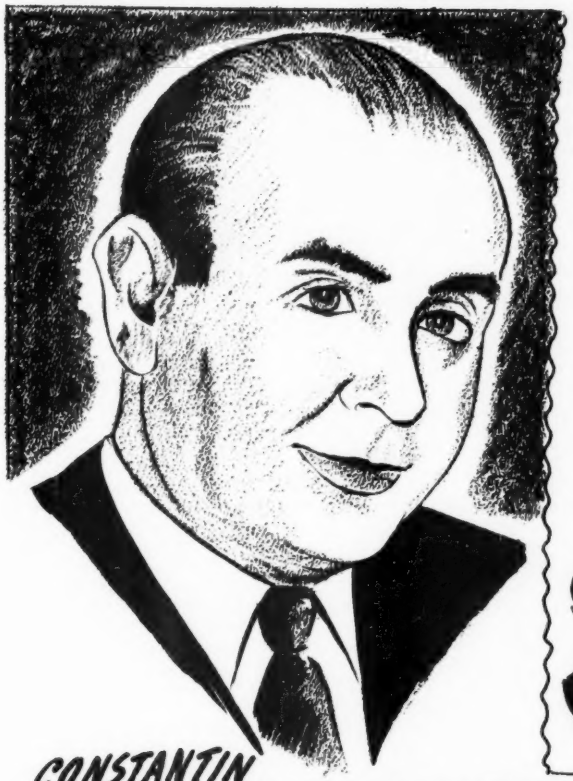
The air freight forwarder is in a peculiar position. He must place the shippers' interest above all other considerations and be conversant with the airlines' problems at the same time. Often he can be helpful to both parties. He must be familiar with all airlines and not blindly use one or two because it is easier that way. Unfortunately, through the indiscriminate appointment of agents, comparatively few are really prepared to offer the service to which a shipper is entitled.

In a recent conversation with an airline salesman, the latter was proud to state that his line was working 100 percent with the forwarders. To prove it, he exhibited a pamphlet listing about 70 agents in New York City. After a discussion, he admitted that less than half of those listed were really equipped to talk intelligently on the subject of air freight.

Great strides have been made by many airlines in the past year, whereby general information is more readily available to shipper and forwarder. Much still remains to be done along these lines. We have been quoted rates by cargo offices, passed them on to the shipper, and completed the airwaybill, only to be advised later that rate changes had been made but not passed on to the cargo department. We have

(Concluded on Page 34)

AIR CARGO PROFILES . . .



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MANAGER OF AIR FRANCE FREIGHT DEPT.
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IT WAS ANEASY STEP TO ENTER WORLD WIDE TRADE-SANDY COVERED THE FOUR CORNERS OF THE GLOBE!!

AS A KID HE SAW BLERIOT CROSS THE CHANNEL HE KNEW NUNGESSER AND DUMONT.!

WEARS—

CROIX DE GUERRE
FRENCH PURPLE HEART

WAS A MEMBER OF FRENCH MILITARY MISSION IN N.Y.

AS A FRENCH OFFICER HE WAS CAPTURED BY THE NAZIS —BUT HE ESCAPED IN SHORT ORDER!

BUD BIER
AIR TRANSPORTATION

A United States Government official, who recently was featured in the publication Foreign Agriculture, reports on . . .

—— Guatemala, Agriculture and Air Cargo ——

By GRAHAM S. QUATE

Agricultural Attache, American Embassy
Guatemala City, Guatemala

THE boom in air-freight transport throughout Central America was pointed up recently when 10 planes carrying purebred livestock, purchased in the United States by the Guatemalan Government, were unloaded within a period of two weeks at Aurora Airport in Guatemala City. Off the planes came horses from Texas ranches and jacks from Missouri, hogs, Brahma bulls, sheep and goats, dairy cattle and beef animals, and a Shetland pony.

Most of the new arrivals strolled down the ramps after their 5¼-hour trip from Houston, Texas, as nonchalantly as any seasoned two-legged traveler. Only the Brahmas, suspicious of strangers and mankind in general, were handed down in their strong wooden crates by mechanical hoisters.

In making the purchase, the Director General of Livestock for the Guatemalan Ministry of Agriculture selected 301 head of breeding stock. The distribution of these animals through the rich agricultural sections of the republic is an important step in the program for improving the local livestock industry.

These were not the first animals to be flown into Central America. Hundreds have been brought in by air. Most planes flying freight into this region are equipped to transport animal passengers in safety and comfort. Floors have been reinforced, and main compartments are provided with light but substantial stalls constructed of metal-tubing uprights and canvas walls. The stalls are removable and may be arranged in several ways to accommodate the various kinds of animals being shipped. Loading and unloading a plane takes less than an hour. It is facilitated by well-constructed ramps that are easily wheeled into place.

The widespread effort made to improve local livestock is aided by the carefully planned research program being carried on by the Instituto Agropecuario Nacional, a division of the Guatemalan Ministry of Agriculture that is receiving cooperative assistance from the Office of Foreign Agricultural Relations. The Instituto has under way a number of research projects for solving local problems on livestock management and the nutritive requirements of animals living under tropical conditions. One of the features of this program is an investigation of native feedstuffs, with special reference to the evaluation of their importance as animal feed. This work has proceeded far enough to indicate that some native forage plants are more nutritious than those common to temperate zones. Is is now known that some wild desmodiums, which are frequently destroyed by prevailing pasture-improvement methods, are highly palatable to livestock and very high in protein content. The outlook for improving animal husbandry practices throughout the region is very bright, and the advantages offered by economical air transport is an important factor in this development.

The question naturally arises why so many farm animals are being moved into Guatemala and other Central American republics by air. The answer is that there is not only an urgent need here for highly developed breeding animals, but also that this mode of transportation is proving to be economical and satisfactory. Air rates are high. But when air-freight expenses for moving costly farm animals from United States farms to interior points in Central America are compared with the costs of shipment by rail and sea, the higher air rates are more than offset by an elimination of handling and holding charges and by the lesser risks involved in shipments by air.

Published tariffs on lots weighing more than 5,000 pounds quote 14 cents a pound for air freight from New Orleans to Guatemala, 16 cents to San Salvador, and 19 cents to Tegucigalpa. Rates from Houston are slightly higher. Naturally, only a small part of the air freight coming into Central American countries consists of farm animals. The remainder includes manufactured goods, having high value per unit of weight, and other items, such as machine replacement parts that are needed on short notice and that cannot be stocked by local agencies because of the tremendous investments involved. With animals, as with certain types of merchandise, it is of great advantage to know exactly when arrival may be expected.

In addition, veterinarians point out shipping livestock by air lessens the risk of shipping fever and other diseases that are sometime acquired by animals arriving in a devitalized condition after long rail and sea trips. The intermediate delays often occurring on overland and ocean journeys frequently upset and weaken the animals so shipped. This in turn makes difficult their adjustment to tropical conditions. There are some advantages also in the landing of new arrivals in cool, tick-free highland zones, where they may be immunized against piroplasmosis before being moved into lowlands infested with fever ticks. The rapid delivery of farm animals to foreign destinations also means that they are not long absent from care-

takers who are able to detect and treat any threatened sickness resulting from a sudden change in climate or from other causes.

An interesting sidelight on the current air-freight boom is the rapid growth of interest in private flying. Every Central American capital has a flying club. Guatemala City alone boasts of 25 privately owned planes. This enthusiasm for light planes is being spread by a group of flying farmers who know from experience that the world has no lands more productive than those of Central American coastal sections and no finer places to live than near the mountain tops of this area. Previously, there was no convenient transportation between mountain plateau and low-lying farmland, but now numerous finqueros glide up and down these tremendous slopes. The farmer who flies can now spend his workdays on a lowland farm and on Friday evening take off for a weekend of relaxation in a cool mountain retreat. Trips between farm and home that used to require at least a full day are now being made in a matter of minutes. Some Guatemalan organizations planning new land developments have placed the airplane at the top of their list of necessary farm equipment.

Air Conscious

All the way from the Gulf of Fonseca to Tehuantepec, plantation owners are building private landing strips. One enterprising operator, who is developing a new farm in western Guatemala along the route of the Pan American Highway in anticipation of its completion, recently flew a lot of heavy unassembled land-clearing equipment into his new properties. Another, having difficulty in moving an unusually heavy sugarcane crop, arranged with a local farm-equipment agency for the delivery of a badly needed tractor and trailer. They were flown directly from factory to finca, and the machine was at work within 36 hours after its purchase.

Central Americans have long been air conscious. It is often said that these republics stepped directly from oxcart times into the Air Age. All have local air-transport services that reach into the most isolated sections. The northern third of Guatemala, known as El Petén, actually has more landing fields than it has towns. More than 2,000 tons of chicle are flown out of this section every year to be landed at the Republic's nearest seaport. Eventually this forest product may be flown directly from tapping areas to the markets of Chicago and New York.

Two well-equipped air-freight lines are now making nonscheduled runs into Central America. Planes flown out of New Orleans and Houston arrive at the rate of about one each week. One air line, flying out of Chicago by way of Miami,, began its runs to this region in July, with the number of trips steadily increasing.

Volume of air freight into Guatemala has risen sharply each year since the initiation of this service. In 1945 all air freight delivered at Aurora Airport amounted to 150,000 pounds, according to custom house reports. In 1946 the volume rose to more than a million pounds, with a total value of $2,500,000. For 1947 air-freight shipments into Guatemala rose to 1,600,000 pounds, with a declared value of $4,423,207.

(Concluded on Page 34)

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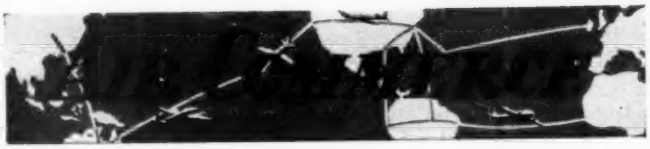

A **SECOND DC-4 all-cargo flight** has been added by Pan American World Airways between New York, London, and Brussels. Once each week, one of the airfreighters continues from Brussels to Stuttgart, Istanbul, and Damascus; and, on January 12 this run will be extended to include Basra, Iraq. The other cargo flight, terminating at Brussels, connects with a Pan Am C-47 destined to Stuttgart, Munich, and Prague.

Regular monthly shipments of leopard skins are being flown by Pan Am from South Africa to New York. In the van was a bale containing 61 selected raw skins, weighing 220 pounds and valued at $2,440, consigned to George Libert, fur importer, 201 West 28th Street, New York. After tanning, these skins will be sold to manufacturing furriers for coats and trimming. Formerly, leopard skins were shipped from Nigeria to the port of Durban and loaded on steamers there. The entire shipping process—Nigeria to New York—consumed two months' time. By air: two days.

Cargo sales and service were the topics of a recent meeting of Pan Am officials from Southern United States gateway cities, Central America, Mexico, and Panama. Presiding at the one-day conference, which was held in the Palace Hotel, Guatemala City, was Frank Sheldon, sales manager, Latin American Division.

* * * * *

REA reports that its air express rates on shipments of dressed or smoked poultry and cheese or cheese food have been reduced 40 percent. The new rates apply from Denver to the following cities in five Western States: Colorado—Alamosa, Canon City, Colorado Springs, Delta, Durango, Grand Junction, Greeley, Gunnison, Monte Vista, Montrose, Pueblo; New Mexico—Albuquerque, Farmington, Gallup; Montana—Billings; Wyoming—Cheyenne, Cody, Grey Bull, Kemmerer, Lander, Laramie, Lovell, Powell, Rawlins, Riverton, Rock Springs, Worland; Utah—Price, Provo, Salt Lake City.

Reductions on the commodity rates range from two cents to nine cents, depending on distance. Minimum charge is $1.50 per shipment.

* * * * *

The 59 world-wide cities served by British Overseas Airways Corporation now are connected with United Air Lines' 80-city system as a result of a new interline air cargo agreement. Similar agreements previously were signed by United and Pan Am, Sabena, Philippine Air Lines, KLM, Scandinavian Airlines System, and Air France.

November cargo statistics show freight ton-miles 58 percent above the November, 1947 total and three percent above the October, 1948 total. Freight ton-miles reached 1,934,670. Express ton-miles, which were 597,310, gained 6½ percent from November, 1947, but dropped 14 percent from the October, 1948 figure. Mail ton-miles, totaling 920,080, were up 53 percent from November, 1947, off one percent from October, 1948.

United is assisting in the development of new containers and methods for flying perishables, and under its special program the company is transporting perishable items from various parts of the United States to its 13 flight kitchens located at key points along the UAL system. The airline reports that precooled fish, wrapped in a Pliofilm envelope, have been flown successfully without the need of refrigeration. Lobsters have been airshipped from Boston to the Middle West and West Coast in sealed, light-weight cardboard containers which have their own ice compartments but which does away with the need for water reservoirs. A new-type can with ice packed around it insures the keeping of watercress for a period of two weeks. Other perishables successfully flown cross-country by UAL include Pascal celery, fresh figs, plums, cherries, strawberries, tomatoes, Rocky Mountain trout, asparagus, and Hawaiian foods.

Here's another chick story: Beckoned by researchers at Iowa State College who were curious to see what would happen if local strains of poultry were crossed with those of Australia, 212 fertile eggs were airshipped from the Land Down Under via Pan Am and United to Des Moines. Three days later they were in the incubator in Des Moines. Within 25 days, 176 chickens had hatched.

United helped keep Santa Claus popular last month when in one week it airfreighted more than 27,000 pounds of electric trains for youngsters.

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A new type of cargo hoist is being built by the Westinghouse Electric Corporation for the latest giant airfreighters. It can lift a one-ton load at the rate of 50 feet per minute.

Incidentally, Westinghouse is rushing construction of seven six-light systems for the seven different German airports, including Berlin's Tempelhof Airdrome. Purpose is to cut down the hazards of fog, snow, and rain. A row of 70 such lights are installed on a special pier at the New York International (Idlewild) Airport. The first two sets of lights will be delivered to the Air Force shortly.

* * * * *

The Schedule B commodity classification code number required on Shipper's Export Declarations, effective January, 1949, are shown in the new 1949 edition of Schedule B, which was released last month. The new commodity classifications can be obtained only from this new 1949 Schedule B.

Part I, the Alphabetic Index of Schedule B, is in the form of an alphabetic listing of commodities to be used to locate the correct Schedule B commodity numbers to be shown on Shipper's Export Declarations. Part II is arranged in numerical sequence of Schedule B commodity numbers, showing a list of individual commodity items included in each numbered classification. The 1949 edition of Schedule B may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., local Collectors of Customs, and Department of Commerce Field Offices located in principal cities at a cost of $2.50 for Part I and $1.50 for Part II. A limited number of copies of Schedule B will be available for reference purposes in the Department of Commerce Field Offices and in offices of Collectors of Customs.

* * * * *

November air cargo figures show Philippine Air Lines to have had its biggest month in its 2½ years of transpacific operations. A total of 65,264 pounds was carried from the United States to the Orient. This represented a volume increase of 33.3 percent over the previous month. Less than one percent was destined direct to points in China; 64 percent was waybilled to Hong Kong.

* * * * *

Airborne fruits and vegetables are on the minds of the Department of Agriculture and the Lockheed Aircraft Corporation. Extensive tests carried out on 34 varieties of fruits and vegetables have shown that they are not allergic to normal flight conditions, provided that temperature and humidity are controlled. Lockheed's giant altitude chamber was utilized, with trays of farm-fresh produce lining the interior. "Climbs" were made at the rate of 3,000 feet per minute to 30,000 feet, with "descents" at the same rate. The process was repeated as many times as an airfreighter normally takes off and lands during a cross-country flight. After the "flight," the fruit was held for a few days in a control room at normal marketing conditions. This was done for comparison with other produce purchased at the same time and held under closely controlled conditions of temperature and humidity.

"This series of experiments was repeated several times with various conditions applied to the foodstuffs," Lockheed reports. "Close inspection of the 'airborne' fruits and vegetables by Department of Agriculture experts failed to find any effect of the altitude changes. The quality of all merchandise remained the same as that of the control items. Only once, during a special rapid ascent at a rate of 5,000 feet per minute to an extreme altitude of 50,000 feet, did any ill effects show. In this case, one tomato and one persimmon out of approximately a dozen of each, burst. No other items were affected.

"The significance of these tests is that pressurization equipment appears not necessary in the transportation of fruits and vegetables by air. However, the humidity and temperature control appear to be important."

Tests were conducted by Dr. B. A. Rose, Lockheed mechanical engineer; L. R. Hackney, Lockheed sales engineer; and W. T. Pentzer and W. R. Barger, plant physiologists, United States Department of Agriculture.

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Effective Sept. 15, 1948

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CHICAGO	.24	.42	.70	.87
DALLAS	.18	.40	.68	.85
DENVER	.24	.42	.70	.87
· DETROIT		.41	.69	.86
· FRESNO	.31	.51	.79	.96
HOUSTON	.16	.39	.67	.84
KANSAS CITY	.20	.41	.69	.86
· LOS ANGELES	.30	.50	.78	.95
· NEW YORK		.40	.68	.85
· PHILADELPHIA		.40	.68	.85
· SAN DIEGO	.30	.50	.78	.95
· SAN FRANCISCO	.32	.51	.79	.96
· WASHINGTON		.39	.67	.84

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Western Air Lines reports a total of 273,421 pounds of air freight hauled during November, representing a 29 percent increase over November, 1947. During the same month WAL carried 149,538 pounds of air express, an increase of 18 percent over the same month a year ago.

• • • • •

The following are some of TWA's new international air cargo specific commodity rates which supplement the regular tariff:

COMMODITY	FROM	TO	1000 to 5000 lbs.	over 5000 lbs.
Agricultural Implements	N. Y.	Paris	.65 per lb.	.60 per lb.
		Rome	.75 " "	.70 " "
			500 to 5000 lbs.	over 5000 lbs.
Automotive and Airplane Parts and Accessories (minimum weight 500 lbs.)	N. Y.	Athens	.92 per lb.	.87 per lb.
		Cairo	1.00 " "	.95 " "
		Geneva	.70 " "	.65 " "
		Madrid	.70 " "	.65 " "
		Paris	.65 " "	.60 " "
		Rome	.75 " "	.70 " "
			1000 to 5000 lbs.	over 5000 lbs.
Chemicals, Medicines, Drugs, Pharmaceuticals, and Toilet Preparations (minimum weight 1000 lbs.)	N. Y.	Athens	.92 per lb.	.87 per lb.
		Cairo	.92 " "	.87 " "
		Geneva	.70 " "	.65 " "
		Madrid	.70 " "	.65 " "
		Rome	.75 " "	.70 " "
		Lisbon	.65 " "	.60 " "
(Between)	N. Y.	Paris	.65 " "	.60 " "
			100 to 1000 lbs.	1001 to 3000 lbs
Cotton and Rayon Cloth	Geneva	N. Y.	.65 per lb.	.60 per lb.
			100 to 1000 lbs.	1001 to 3000 lbs.
Essential Oils, Perfumes and Cosmetic Prep.	Geneva	N. Y.	.65 per lb.	.60 per lb.
			1000 to 5000 lbs.	over 5000 lbs.
Foodstuffs[4] Fresh or Frozen (minimum weight 1000 lbs.)	N. Y.	Athens	.92 per lb.	.87 per lb.
		Geneva	.70 " "	.65 " "
		Paris	.65 " "	.60 " "
		Rome	.75 " "	.70 " "
			100 to 1000 lbs.	over 1000 lbs.
Lace and Lace Articles, Embroidery and Embroidered Articles	Geneva	N. Y.	.75 per lb.	.70 per lb.
	Lisbon		.70 " "	.65 " "
	Paris		.70 " "	.65 " "
			1000 to 5000 lbs.	over 5000 lbs.
Machinery and Machine Parts or Accessories and Construction Equipment	N. Y.	Athens	.92 per lb.	.87 per lb.
		Cairo	.92 " "	.87 " "
		Paris	.65 " "	.60 " "
		Rome	.75 " "	.70 " "
	Geneva	N. Y.	.70 " "	.65 " "
		(min. wgt. 100)	100 to 1000 lbs.	over 1000 lbs.
Nylon and Nylon Prods.	N. Y.	Geneva	.75 per lb.	.70 per lb.
			500 to 5000 lbs.	over 5000 lbs.
Office Equip. and Supplies	N. Y.	Athens	.92 per lb.	.87 per lb.
			25 to 100 lbs.	101 to 1000 lbs.
Straw Hats and Straw Fabrics	Geneva	N. Y.	.99 per lb.	.65 per lb.
			100 to 3000 lbs.	over 3000 lbs.
Watches, Watch Parts and Precision Instruments	Geneva	N. Y.	.80 per lb.	.75 per lb.
	BETWEEN	AND	1000 to 5000 lbs.	over 5000 lbs.
Clothing and Wearing Apparel (minimum weight 1000 lbs.)	N. Y.	Geneva	.70 per lb.	.65 per lb.
		Madrid	.70 " "	.65 " "
		Paris	.65 " "	.60 " "
		Rome	.75 " "	.70 " "
(From)	N. Y.	Athens	.92 " "	.87 " "
			500 to 5000 lbs.	over 5000 lbs.
Films—Motion Picture exposed or unexposed (minimum weight 500 lbs.)	N. Y.	Geneva	.70 per lb.	.65 per lb.
		Madrid	.70 " "	.65 " "
		Paris	.65 " "	.60 " "
		Rome	.80 " "	.75 " "
			100 to 1000 lbs.	1001 to 5000 lbs.
Pens and Pencils, Mechanical	N. Y.	Geneva	.75 per lb.	.70 per lb.
		Paris	.70 " "	.65 " "
			100 lb. rate (minimum)	
Personal Effects Including Baggage	N. Y.	Paris	.55 per lb.	
			500 to 5000 lbs.	over 5000 lbs.
Textiles	N. Y.	Athens	.92 per lb.	.87 per lb.
		Cairo	.92 " "	.87 " "
		Geneva	.70 " "	.65 " "
		Madrid	.70 " "	.65 " "
		Paris	.65 " "	.60 " "
		Rome	.75 " "	.70 " "
			200 lb. rate (minimum)	
Wearing Apparel	N. Y.	Rome	.75 per lb.	

KLM Royal Dutch Airlines' Inter-Insulair Division has inaugurated a commercial airline route between Batavia, capital city of Indonesia, and Jagjakarta and Semarang. The new route links with the other services of the Inter-Insulair Division which serves 31 cities throughout the Archipelago and the Far East. Opening date of the Batavia-Jagjakarta-Semarang run was December 29.

Two Sabena hostesses pose with a couple of four-month old leopards at Melsbroeck Airport, Brussels. The animals were air-shipped from Leopoldville, Belgian Congo and appear to be friendly enough—well, at least for the moment. Destination is Antwerp Zoo, the leopards' new home.

C&S Adds Foreign Flight

A fourth weekly flight between the United States and South America was recently inaugurated December 19 by Chicago and Southern Air Lines. The airline presently operates thrice-weekly service between Houston and Caracas, and daily service to Havana.

The new flight departs from the co-terminals, Houston and New Orleans, and makes one stop after leaving the United States. It leaves Houston at 8:00 p.m. every Sunday, and New Orleans at 11:30 p.m. After a single stop at Kingston, Jamaica, it arrives in Caracas at 11:35 a.m. The return trip from Venezuela leaves Caracas at 1:00 p.m. Mondays and arrives in New Orleans at 9:35 p.m. It continues to Houston, reaching Houston at 12:15 a.m.

BOAC N.Y.-Sydney Flights

New York-Sydney *Constellation* service, on a three-times-a-week basis, has been started by the British Overseas Airways Corporation. The New York leg of the journey is operated exclusively by BOAC's Western Division *Connies*. The London-to-Sydney leg is operated by the same type planes of BOAC's Eastern Division and Qantas Empire Airways. The entire journey, including free stopovers in London, can be completed in less than eight days. The London-Sydney route includes stops at Rome, Cairo, Karachi, Calcutta, Singapore,

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IT'S AN *Air* WORLD

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By L. A. GOLDSMITH

Economic Analyst

EXPORT sales of personal planes, small transports, and helicopters are of increasing importance to American aircraft manufacturers. This can be readily realized when the figures of total production and export sales are analyzed.

Total exports of all aircraft and aircraft products in 1947 amounted to $175,000,000. The manufacturers, however, are still in need of more export business, as numerous factories have a large percentage of idle capacity suitable for aircraft production. Personal planes, small transports, and helicopters are the types most in demand by foreign nations.

The above facts and figures are taken from a survey of 22 manufacturers, recently released by the Aircraft Industries Association. Major General Oliver P. Echols, president, states that the survey was undertaken because of a reported misunderstanding in foreign countries regarding the increase in our current military aircraft program. The belief arose abroad that military production would cause a lowered output of planes and aircraft accessories for shipment overseas.

General Echols stresses that this is not the case, because "the rate of military production for aircraft in 1948 is only about 2,500 units, and in 1949 will continue to be at a rate only amounting to a fraction of the levels prevailing during the last war." General Echols further points out that "the present rate of production would reach its peak in 1950, but even then the *annual* output would be only a little more than *half the monthly* output in 1944. From these figures, the general said "it should be apparent that the military production load can readily be handled along with any foreseeable export volume."

Civilian types of aircraft sold abroad during 1947 amounted to 1,669 units. These, however, made up only a small amount of the $175,000,000 volume. The greater proportion of the total volume is covered by other aircraft products, such as engines, supplies, essential airplane parts for repair replacements, and other accessories. The survey included the manufacturers of airplanes, engines, and accessories. They were asked if they contemplated any change in their export activities because of military production. Only one out of the 22 manufacturers surveyed replied that his company was decreasing its export activities. Twelve of the companies reported that they would continue with the same amount of export sales promotion. The other nine companies expressed a desire to increase their export business, and were optimistic over future possibilities.

All of these aircraft shipments are required to be licensed by the munitions division of the Department of State.

We have talked with three of the leading personal plane manufacturers. All agree that there is very little sales resistance by would-be purchasers of personal planes in the foreign markets. The only factor making it difficult to supply the demand—and in some cases impossible—is when the importation of personal or transport planes do not obtain priority for import licenses, and/or when dollar exchange is not allocated to such purchasers. Such conditions are out of the control of the American exporter, and as a consequence there can be no response in immediate results to sales promotion in the countries imposing such import controls. On the other hand, the manufacturers do not feel discouraged as they know the demand is there, and they intend to keep their name and their products before their potential customers.

Beechcraft is having its greatest export volume since it first started exporting in 1934. It would seem that Beechcraft leads all the rest. Beechcraft markets are varied. South America, South Africa, and other countries are taking many units. China, at the present time is very active in the purchase of Beechcraft—not only of the smaller planes, but also of the larger, twin-engine type, which are used as transports and as bomber trainers. The latter transformation is accomplished by the addition of a bomber nose, bomb rack, and gun turret. The company has found it economical to knock down its *Bonanza* exports and air

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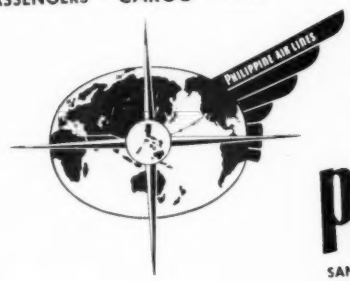

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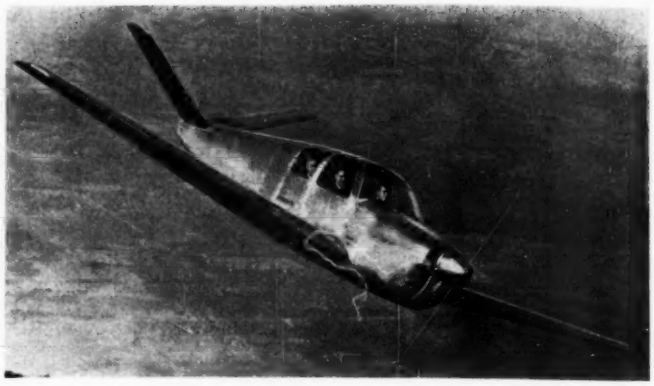


Knocked down, this Beech Bonanza is airfreighted all over the world

freight them wherever possible. In all, Beechcraft are exported to 32 countries.

Beechcraft also has a very interesting development in the establishment of a business flight service inaugurated by its Eastern Seaboard representatives, Atlantic Aviation Corporation, Teterboro, New Jersey.

This service is operated on a contract basis with a number of corporations whose executives find it necessary and profitable to use this type of private chartered flight for business conferences at their plants or with customers located in different cities. Between 30 and 50 companies are now using this service.

Sidney Nesbitt, president, points out that it is quite the usual thing to take a group of executives from the New York area to Cleveland, Dayton and Youngstown, and back again, all in one day.

Getting back once more to the export field, we find that both Piper and Aeronca are pleased with their export sales, even though these have slowed down in certain markets due to the usual dollar exchange difficulties and import control restrictions.

Piper's export sales have been handled for many years in a large number of overseas territories by the Frank Jonas export organization. The Jonas firm is enthusiastic over the Piper acquisition of the Stinson planes. Jonas expects that the addition of Stinsons to his line will produce quite some additional business. Of course, the Piper *Cub* and the Stinsons do not compete with each other. This will enable the Jonas people to go after an entirely new group of potential customers. The firm has found Argentina, France, and South Africa its current best markets.

Aeroncas are handled for export by the firm of Aviquipo, Inc., in New York City. They are cautiously optimistic. The caution results from the usual restrictions which make it difficult and a complicated matter to push the sales warranted by demand in those countries which do not consider personal planes as priority products. Latin America and South Africa also seem to be their best markets at the moment.

And now we come to what seems to be somewhat of an anomalous situation in the aviation field. Many export executives, up to now, have been quite lukewarm in their attitude towards the use of air cargo in promoting their export trade. Sales resistance has been tough. Along comes the Berlin airlift and the export executives begin to sit up and take notice in a big way. They have been heard to admit "off the record" that if aviation can do what *it is doing* under adverse conditions, then business must look into this new phase of world trade shipping. If the airplane can in one day haul enough freight into Berlin to exceed the daily average of the United States airlines (first quarter of 1948), it should mean something to the average shipper, and particularly to those who live by shipments of goods abroad.

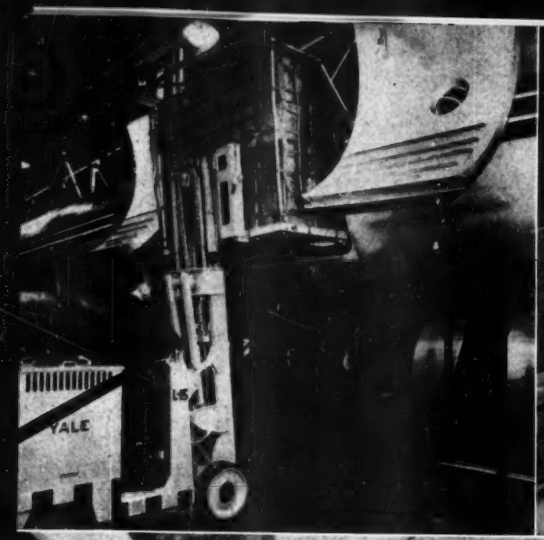
But have the airlines gone all out to tell this story, to highlight its dramatic significance to the key business executives handling our world trade development? Not so that you can notice it. The export executives say they have had neither high nor low pressure salesmanship from the airlines. Hardly believing this, we went further and talked with some of the airline people who apparently are hungry for air cargo business. They admit that they had thought of tying up the Berlin airlift with sales talk.

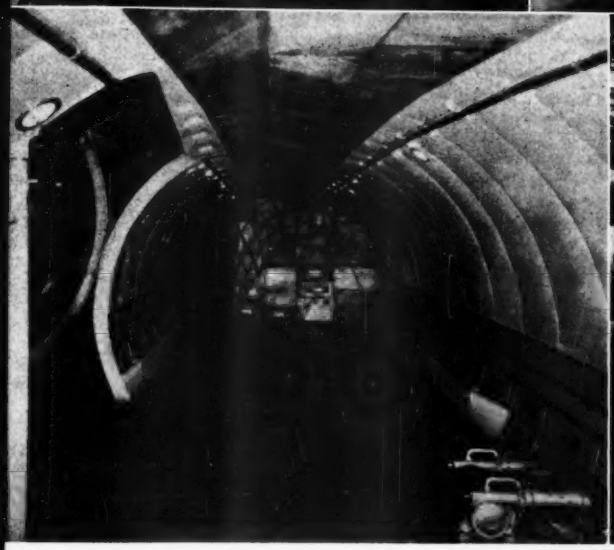
Without going out into the stratosphere of prediction—a rather discredited form of indoor sports since last November—I would venture to say that, if the airlines and the cargo executives would utilize this public relations natural, handed to them "for free" on a silver platter, they could make hay. Remember, too, that while this is a "free" demonstration of the air freight power, it is at the cost to the American taxpayer of a billion dollars annually.

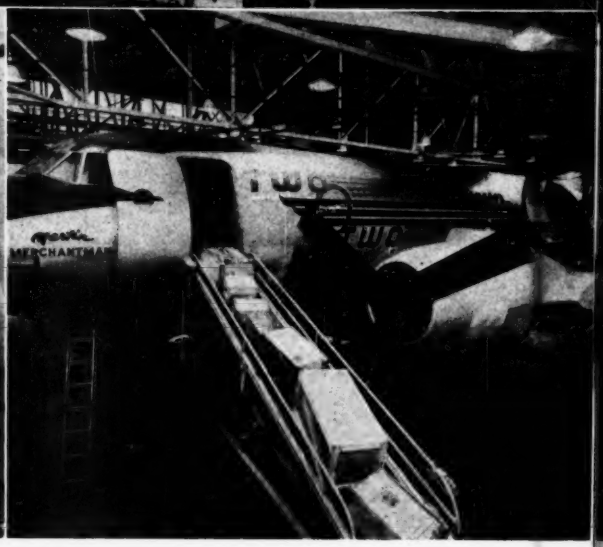
Regularity Interpreted

The Civil Aeronautics Board last month issued an interpretation of its Economic Regulation 292.1 governing small and large irregular air carriers, in the form of illustrative examples of irregular air transportation as therein defined. The operation of regular service by a so-called irregular air carrier is in violation of the terms of Section 292.1 of the Economic Regulations.

This interpretation presents detailed examples to illustrate what the Board considers both "irregular" and "regular" services. The CAB said that all irregular air carriers "should study these examples, for the Board expects to use them as standards to apply to the operations of such carriers." It further stated that, while these examples refer only to actual operations, an irregular air carrier is not immune from enforcement action even though its actual operations are irregular, if all the circumstances surrounding its business show that the carrier is holding out regular service by reason of the nature and extent of its advertising and traffic solicitation efforts.







Improved Martin 2-0-2 Cargoplane

WHAT with the success of the Martin 2-0-2 in the service of Northwest Airlines, Linea Aeropostal Venezolana, and Linea Aerea Nacional, the Glenn L. Martin Company is placing special emphasis on its cargo version of this twin-engine transport. As a result, gross weight has been upped to 43,000 pounds and fuel capacity to 1,550 gallons. Last report in AIR TRANSPORTATION was a gross weight of 41,000 pounds and 1,000-gallon fuel capacity.

Glenn L. Martin had this to say about his cargoplane:

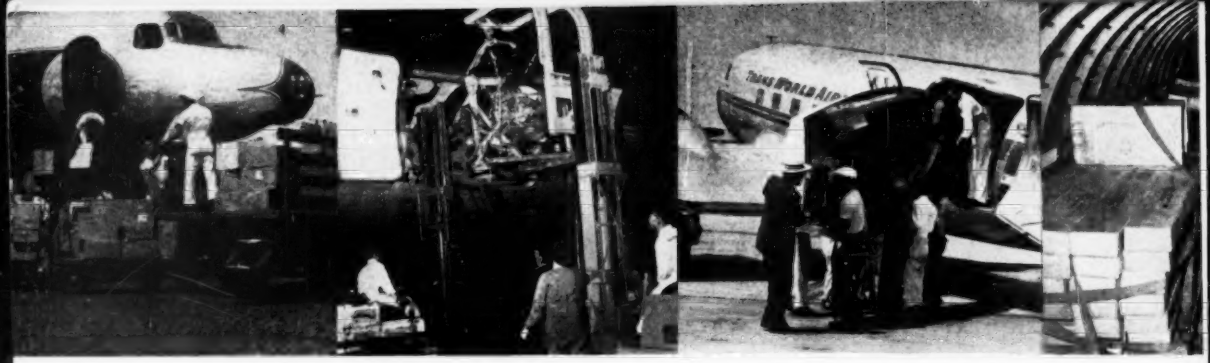
"Even with the 43,000-pound gross weight the 2-0-2's runway requirements continue to be the shortest of any postwar transport plane. At the higher weight, this high-speed plane has an actual take-off distance (over a 50-foot obstacle) of 1,730 feet; a landing distance at full landing gross of 41,000 pounds (over same obstacle) of as short as 1,860 feet.

"What that means to airlines, military services or other agencies which so badly need modern, efficient, economic, high-payload aircraft, but who face the problem of small field operation, is obvious to anyone familiar with transport aviation."

The ship's maximum payload of 15,106 pounds can be hauled a distance of 680 miles. Front cargo loading door is 66x57 inches; the rear door, which is designed for bulkier cargo, measures 96x72 inches. Engineers have installed improved heating and ventilating facilities.

Cruising speed of the 2-0-2 airfreighter is 281 miles per hour at 12,000 feet. Service ceiling is 29,800 feet.

Martin recently pointed out that 150 2-0-2s would give Berlin 5,775 tons of cargo daily instead of the 4,500-ton maximum. Payload of the 2-0-2 is about 2½ times greater than that of the slower DC-3.



Regulation as a Tool in the Devel

By JAMES A. DURHAM
and
MARC J. FELDSTEIN

PART I

THE demands of the recent war have given birth to a new industry that promises to be of great influence to the national economy and security. This is the air freight industry which is now in the process of being judged by the Civil Aeronautics Board. There is no escape from the conclusion that the Board's approach and decisions in the series of related cases now before it will either encourage or seriously retard the development of this industry.

The problems raised by the emergence of a new industry, and the Board's approach to meeting these problems, makes it desirable to re-examine critically the foundational precepts of the Board's powers and functions and the actions taken by it with regard to the new industry. As a result of this re-examination we shall attempt to formulate some policies based on a line of reasoning and actions which are consonant with the spirit of the Civil Aeronautics Act and with sound administrative processes.

The statutory framework of the Civil Aeronautics Act provides adequate powers for the development of all phases of air transportation. Most of the Act's precise benefits or burdens flow from the provision making the acquisition of a certificate of "public convenience and necessity" a prerequisite to entry into the business. However, under the statute, carriers operating in the grandfather period, May 14 until August 22, 1938, were entitled to receive certificates automatically. The present 16 trunk line passenger carriers owe their present right to operate by virtue of their operation during this past period. Since that time these carriers, with the support of the Civil Aeronautics Board, have gradually extended their operations to the point where air transportation is available to most persons desirous of traveling in this way.

Prior to the recent war, the only air cargo service available was that provided jointly by the Railway Express Agency and the passenger airlines. Under this arrangement, the airline provided transportation from airport to airport, and the Express Agency furnished pick-up and delivery service at both point of origin and destination in addition to assuming full responsibility to shippers and consignees. In instances where air express either originated or was destined for off-line points, or when weather conditions were adverse, the Express Agency employed rail facilities to complement its service over the airlines. However, this essentially has been a parcel business, with the average weight of shipment running from a low of 5.9 pounds in 1932-33 to a high of 19.9 pounds in 1943.

ATC and NATS

The wartime necessity of getting bulky shipments of arms and supplies to remote places on fast schedules made the military the first volume shippers in air transportation. It is estimated that the Air Transport Command of the Army alone flew 1,602,750 tons of cargo and mail in 1945, to say nothing of the additional cargo moved by the Naval Air Transport Service in the same year. It was not without knowledge of these facts that prior to the war's conclusion aircraft manufacturers optimistically predicted that by 1948 from 200 to 400 million ton-miles of freight would be carried by commercial aircraft. In 1945, when 25 carriers barely exceeded three million ton-miles of freight carried, these predictions seemed an idle dream. But in 1946 and 1947, when total freight transported by air rose first to 41 million ton-miles and then to 83 million ton-miles, the possibility that the above forecast might be realized within a few years came into view. Data available for the first six months of 1948 are indicative that 1948 traffic will be well in excess of 100 million ton-miles.

What the prophets of the wartime years apparently did not foresee, however, was that the mainspring of the air-freight industry would be carriers devoted exclusively to the carriage of volume freight and with patterns of operations at distinct variance from those of passenger carriers. During two

Regulation as a Tool in the Development of the Air Freight Industry, which appears here through the cooperation of the *Virginia Law Review*, was authored by two members of the Civil Aeronautics Board. James A. Durham is an attorney in the Finance Division, and also is on the faculty of the Law School, George Washington University; Marc J. Feldstein is a statistician in the Accounting and Rates Division. The views expressed in their article are wholly their own and do not reflect any official view.

pment of the Air Freight Industry

This article is frankly a controversial one, and it is published in Air Transportation as part of its regular policy to print all phases of current problems in the air freight industry. Only through an open forum—in this case the pages of Air Transportation—can mutual understanding be reached.

sample weeks in the fall of 1947, for instance, 58 percent of the shipments moved by eight of the principal all-freight lines was in excess of 1,000 pounds per shipment. This traffic was made possible only because of imaginative handling and packaging, intensive solicitation, and the extensive use of freight forwards in the assembly, consolidation and distribution of shipments. Moreover, the most successful of the freight lines have found the transcontinental New York-Los Angeles or New York-San Francisco runs the most remunerative, stopping en route at only the large freight-producing or consuming cities of Cleveland, Detroit, and Chicago. Like that of the motor truck industry, their routing is determined solely by the present or potential demand for the shipment of goods, in contradistinction to the routing of the Greyhound Bus System and the passenger airlines whose routes are determined by the demand for passenger travel. In contrast to the average length of 130 to 270 miles per hop characteristic of the freight flying of the major trans-continental passenger carriers, the major all-freight lines average 400 to 800 miles per hop. A similar contrast exists with respect to the distance freight shipments are moved, the all-freight lines averaging approximately 800 miles more per shipment than the trans-continental passenger carries moving freight.

The impact of the air freight industry on commercial patterns has not yet been fully realized. The characteristic that distinguishes this type of transportation is speed, and already speed has created new industries and has eliminated some traditional functions in old ones. This has been particularly true with respect to cut flowers, fresh fruits and vegetables and wearing apparel. Consistent with other forms of expedited transportation, such as railway express, shippers in most industries have insisted upon evening pick-up at point of origin, and delivery at destination in early morning the first or second day thereafter. Aside from the fact that some shipments will not fit into passenger planes, the established airlines have found it possible to load freight on only a small portion of the empty space on passenger planes, most of which depart during daytime hours. Therefore they have found it economically advantageous to increase the size of their all-cargo fleets which are characterized by night movement. In spite of the efforts of the grandfather carriers to move freight on their passenger planes, approximately 75 percent of all air freight carried today moves on all-cargo airplanes and this percentage is increasing.

It is not inconceivable that within a decade 70 to 80 percent of all air transportation will be in cargo, including express as well as freight. The present proportions of cargo business to total traffic in other forms of transportation are suggestive of the possibilities in air transportation. These indications are buttressed by the growth of the volume of air cargo itself. In 1941, the last pre-war year, cargo ton-miles were a little less than four percent of passenger ton-miles; in 1945 it reached nearly seven percent. Then in 1946 and 1947, with the emergence of freight carriers and the stepped-up activities of the grandfather carriers, cargo ton-miles amounted to 11 percent and 19 percent, respectively, of passenger ton-miles. Data for the first quarter of 1948 show that express and freight ton-miles combined have reached 28 percent of passenger ton-miles, and there is evidence that this proportion will increase for the year as a whole. It is obvious, therefore, that the air freight industry offers a substantial business opportunity and a fertile field for private and investment capital. This fact, plus the additional circumstance that the military establishment may bear the expense of research and experimention in the cargoplane field because of the obvious relationship to the national security, recently dramatized in the form of the Berlin airlift, has led to a bitter battle for dominance of the industry.

"Dangerous Threat"

The established carriers could not, however, be expected to bow to their new rivals and welcome them into the field of air transportation. Even if the grandfather carriers were convinced

that the air freight carriers would confine their immediate activities to the sharing of the freight traffic alone, the fear that these new carriers might ultimately capture the lucrative mail and express traffic, to say nothing of preempting the entire freight business, would seem well justified. In short, the growth of relatively efficient freight carriers represented a dangerous threat which had to be met, since its success might lead to inroads on the passenger business of the grandfather carriers. Moreover, capture by the established carriers of the freight business might increase the confidence of investors and Congress in these carriers which, generally speaking, presently find existence possible only because of mail payments made under Section 406 of the Civil Aeronautics Act.

Under these circumstances, it is not surprising that the established carriers have employed the administrative or regulatory process created by the Civil Aeronautics Act itself to facilitate their attempt to center the development and operation of the air freight industry within their own group. In this the grandfather carriers have employed as tools the certification process, rate conferences and consolidated tariffs, reduced rates, and diverse techniques to delay the final disposition of proceedings which might weaken the attainment of their objective. Fervent efforts have been made also to demonstrate the proposition that the established carriers can develop the air freight industry all by themselves and that consequently specialized cargo carriers are superfluous.

Air Freight Forwarders

In early 1946 there were filed 14 applications for certificates of public convenience and necessity seeking authorization to engage directly in air freight transportation, and in addition 78 forwarder applicants sought authorization to participate in air transportation indirectly. One of the latter applicants was the Railway Express Agency, which sought a certificate as an indirect carrier to handle both freight and express over the routes of both passenger and freight carriers. Prior to this time the Express Agency had been permitted to enter into exclusive agency contracts to move express over the routes of the grandfather carriers pursuant to an exemption order, but the rate authority was vested in a traffic committee of the carriers.

All of the applications for both direct and indirect freight certificates were strenuously opposed by the grandfather carriers and their trade association, the Air Transport Association of America. Their opposition to the applications of the direct freight carriers were based on one or more of these grounds: (1) That the field of air freight was so limited that certification of additional carriers would only further divide the available traffic; (2) that concentration of the freight traffic in the grandfather carriers would reduce their need for mail subsidy; (3) that the investment of their stockholders and the Government in the passenger airlines would be destroyed by the certification of any of the independent freight lines; (4) that because of their existing organization, personnel, and equipment, the passenger lines could carry freight more cheaply than newly-organized all-freight lines; and (5) that the excess capacity in their passenger planes was more than sufficient to handle whatever freight traffic might develop, thus making all-cargo airlines unnecessary.

The Other Side

With respect to the applications for indirect carrier certificates, the representatives of the grandfather carriers argued: (1) That the forwarders would serve only the large cities, and, as in surface transportation, cause a concentration of shipments in the evening; (2) that forwarders will be able to divert traffic from one carrier to another, or to surface carriers; (3) that the consolidation activities of the forwarders would increase transit time of freight by delaying dispatch; (4) that forwarders would be unable to settle claims and trace shipments as well as the carriers; and (5) that forwarder operations would increase unit costs, particularly pick-up and delivery, necessitating higher freight rates and smaller carrier revenues.

Fortunately, the Board saw fit to inquire whether interim regulations should be issued under Section 416(b) of the Act which would permit the freight carriers and forwarders to act as common carriers until such time as final decisions might be made in the above cases, and in May, 1947, cargo carriers then in business were authorized to act as common carriers of freight in domestic air transportation until 60 days after final decision by the Board in the Air Freight Certificate Case, provided the carrier was an applicant in such proceeding. The order permitted the freight lines to operate between points they had been serving regularly for the previous year, thus employing each carrier's own judgment and experience in the choice of the transportation market. More extensive consideration was given the proposed temporary exemption regulation for forwarders. However, in April, 1948, the Board rejected it, principally on the ground that the examiner's report and recommendations would be forthcoming shortly but without explanation on the merits.

After extensive hearings, in March, 1948, the examiners finally recommended that five of the direct freight carriers be granted temporary certificates of three years' duration, and that a regulation be issued temporarily exempting indirect carriers from economic regulation. It also was recommended that the Railway Express Agency be permitted to utilize the facilities of the freight lines as well as the grandfather carriers, and that the Board require a revision of the contracts between the carriers and the Express Agency so as to provide the latter with the authority to determine express rates. The Board recently has heard oral argument in both of these proceedings, and in the recent decision in the Air Freight Forwarder Case, has followed the examiner's recommendations in substance by exempting most of the forwarders for a five-year period, permitting the Express Agency to utilize the facilities of all certificated carriers including any which might receive a certificate in the Air Freight Certificate Case, and ordering a renegotiation of the contracts between the Express Agency and the airlines.

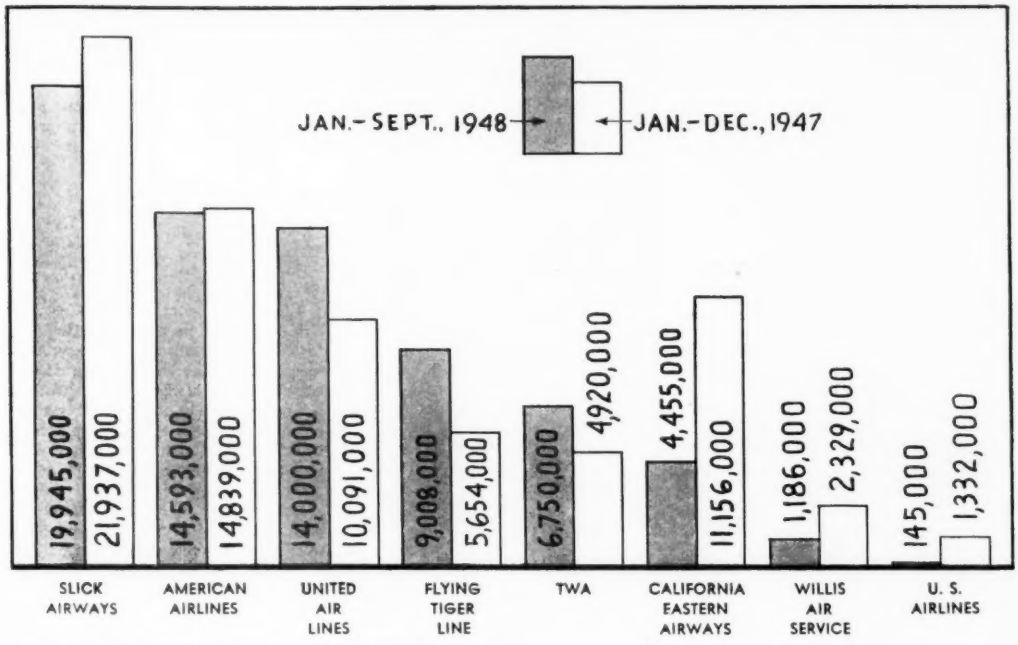
Lacking in assurance that the delays in the certification of freight carriers would be sufficient to eliminate the possibility of their vigorous competition, the grandfather carriers developed other fronts of attack. To this end they deemed it appropriate to institute a program of tariff changes and serious rate reductions which, because of the resulting depletion of financial resources, had the effect of placing in jeopardy the existence of many of the direct and indirect freight carriers.

Action by AA

In June, 1946, shortly after the filing of applications for certificates, American Airlines, the largest of the established carriers, formed a special contract division for the carriage of cargo, which offered rates substantially below those quoted by its scheduled operations as well as below those offered by the principal freight carriers. The publicity attending these new low rates led to immediate and drastic rate cuts by the freight carriers, which were fearful that loss of traffic would affect them adversely not only financially but also in their quest for certificates. Especially because it was coupled with the lack of stability flowing from the absence of certificates, this subnormal rate level was responsible for the disappearance of several of the applicants. But because of vigorous salesmanship and strong outside financial backing, the

UNITED STATES AIR FREIGHT TRAFFIC LEADERS

(in ton-miles)



NOTE: California Eastern Airways suspended its operations in May, 1948, while U. S. Airlines reactivated its operations in the same month.

larger freight lines continued to move increasing amounts of traffic. Either because it found the rates non-compensatory or for some other reasons, American's contract cargo operation subsequently was shifted to the more lucrative foreign and overseas fields, while the surviving freight lines began the formidable task of selling shippers on an upward adjustment of their rates. On June 1, 1947, American abandoned its contract division and shifted its cargo aircraft to its scheduled freight operations, only a few weeks after the Board's adoption of the exemption order permitting the freight lines to operate temporarily as common carriers.

In the meantime, in the struggle against their competitors, the established carriers again had reached for a technique implanted in the Civil Aeronautics Act itself. In June, 1946, the principal trunk line passenger airlines entered into an agreement for the establishment of a consolidated air freight tariff and for the discussion of rates, and filed the agreement with the Board for approval in accordance with section 412(a) of the Act. In December, 1946, the Board entered an order instituting an investigation of the agreement, but without approving or disapproving it.

CAB Approval

This led to the filing of motions requesting immediate *ex parte* approval of the aforesaid agreement, and in two weeks the Board approved Agreement CAB No. 698 temporarily until final disposition of the proceeding. This was done on the ground that the Board was unable to find at the time that the agreement was adverse to the public interest. However, the Board pointed out the agreement's relationship to the pending applications for freight carrier certificates, and its approval was made on the condition that any carriers receiving certificates would be permitted to adhere to the agreement. The decision of the Board in this proceeding cannot possibly come until after the issue of freight carrier certificates is decided, since hearings in the Agreement Investigation will not take place until early 1949.

The rate conferences approved by the Board did not immediately produce a consolidated freight tariff. It was not until shortly after the termination of hearings in the Air Freight Forwarder Case that Official Air Freight Tariff No. 1, CAB No. 2, was filed on behalf of the trunk line carriers to become effective August 1, 1947. The consolidated tariff established a rate of 20 cents per ton-mile for less-than-plane-load lots and eliminated volume breaks or discounts, except for virtual plane-load shipments of 16,000 pounds, for all but one carrier. The elimination of volume breaks by carriers which had previously employed them in their individual tariffs led the freight forwarders, whose existence depended upon the continuance of the volume breaks, to request unsuccessfully suspension of the consolidated tariff. The two principal grandfather carriers also filed specific commodity tariffs yielding 13 cents per ton-mile between certain large cities in the vital 100-pound weight bracket. These also were allowed to become effective over the complaints of the direct freight carriers, whose own rates were almost as low and even lower in the case of "deferred service." When compared to the outstanding rates for passengers, express, and mail, it does not seem unfair to

(Continued on Page 38)

AIR CARRIERS IN 1948 AND 1949

(Continued from Page 12)

During the later part of 1947 it was predicted that within 10 years Pan America's cargo fleet would equal its passenger fleet. Since that day the number of Pan American all-cargo *Clippers* has increased in number from three to 14. The cargo fleet has increased in capacity from 45,000 pounds to 178,000 pounds. That is a hike of almost 500 percent in numbers and of over 400 percent in capacity.

Latest addition to the fleet has been 10 C-46s assigned to the Latin American Division. The total fleet now consists of four DC-4s, each with a capacity of 15,000 pounds, and the 10 C-46s with a capacity of 11,300 pounds.

Seven illuminated boxes house 280 canaries flown from Tokyo to Frisco via Pan American Clipper. The boxes were lighted by small electric bulbs run off dry cell batteries. Purpose was to enable the birds to see their food during the 46-hour flight. The success of this test has prompted another shipment of 2,800.

Where cargo schedules were maintained only to Latin America and to Europe and those but once a week, schedules are now maintained to Europe, Latin America, Alaska and across the Pacific.

The C-46 service now instituted by the company is the nucleus of a *Clipper* cargo unit designed purely for the servicing of cargo. Every pilot and crew member is put through a special school. This unit is distinct from passenger *Clipper* crews. They have their own chief pilot. They do not operate a cargoplane one day and a passenger *Clipper* the next. They are trained in handling and stowing cargo. They are taught the technicalities of international commerce and of customs. They know how to make out an airwaybill. They know costs, prices, etc., as well as a salesman and, in fact, they act as salesmen along the line. These men are *cargo pilots* and they show pride in being specialists, the pioneers of a new profession.

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ARTHUR V. NORDEN
Executive Vice President-General Manager
SEABOARD & WESTERN AIRLINES

SEABOARD and Western's growth during the past year brought it to the forefront as the largest all-freight air carrier on the North Atlantic. That growth was brought about in a large measure by customer acceptance of a relatively new form of international transportation, and is probably the best barometer of the progress made in serving the shipper.

During 1948, Seaboard increased its fleet of DC-4 *Airtraders* from four to five; its flight crew personnel from 40 to 65; its freight ton-miles from 184,479 in January to between 700,000 and 800,000 per month in the closing months of the year; and its transatlantic crossings from less than 20 to a current 40 per month. Receiving terminal facilities at 211 Water Street, New York, were increased to 6,000 square feet; warehousing, traffic, maintenance and operations facilities were consolidated at the New York International Airport, Idlewild.

In the rate field, special commodity rates for freight between New York and the European and Middle East points served were established, with downward revisions; particularly between New York, Brussels, Paris and Geneva where reductions ranged from seven to 17 percent. Excess valuation charges on goods flown were cut 20 percent, and insurance charges almost 10 percent.

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of a "United States Merchant Marine of the Air" is that, as the carrier is able to reduce operating costs, shippers will reap to a still greater degree the advantages accruing from international air freight. These include reduction of transit time through speedier delivery and, therefore, less "idling" of capital investment; lower charges for insurance, interest, storage and crating, and reduction of the elements of pilferage and damage; direct shipment to inland points elimination transshipment fees and costs; greater accessibility to new markets, and to seasonal markets where delay threatens cancellation of orders; speedier collections and less risk of exchange fluctuations.

Especially will the exporter and importer of low-value products and the shipper of bulk freight attain these benefits. The past year has proved that international air freight is not a light-weight, high-value operation. Wearing apparel of all sorts, household goods such as appliances, oil heaters, food, washing machines, etc., have been loaded into our aircraft; in fact, have constituted a great percentage of the freight flown.

As for bulk shipments, the airline's experience has proved the feasibility and the sound economics of flying such goods as heavy machinery, ship's propeller shafts, castings, aircraft engines, whole aircraft, automobile parts—single shipments of which have exceeded 9,000 pounds.

With greater and greater acceptance of this pioneer method of freight transportation, what the industry will need above all else for the future will be: (1) more and better aircraft adapted to over-ocean freight flying; and (2) recognition of air freight by all concerned as a highly-specialized means of transport, requiring its own particular equipment, techniques, flight and ground personnel, industry know-how, and regulatory controls.

ROBERT W. PRESCOTT
President
FLYING TIGER LINE

IF the CAB certifies the independent air freight carriers, we will be able to make and execute long-range plans. Until then, we are compelled to operate, as it were, month-to-month. Obviously, nobody stands ready to finance a business which may be legislated, or regulated, if you prefer, out of business on 30 days' notice.

We have developed the air freight business. Until we came into it—the independent air carriers—there was no air freight business. Now that we have put millions into it and proved an industry, certain interests wish to exclude us from the very business we have developed. The final decision rests with the CAB and we are confident the inherent fairness of Government agencies plus the spirit of American enterprise free to anyone willing to risk the investment, will favor our cause.

When that decision is made, and if it is made favorably, we stand ready to render this country a comprehensive, money-making air freight service which business is entitled to have and which it will not have without the incentive of our competition.

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CONSTANTIN SAINDERICHIN

Air Freight Manager

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THIS is a world without borders. There is no place on earth out of the trade picture. Aviation has brought once remote places as close as our next door neighbors.

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In what were once remote parts of Asia and Africa there are now American motion pictures, books, magazines, and phonograph recordings carried by Air France.

Styles from Paris designers are rushed to the United States in a steady procession and we have hats and accessories almost before a woman can change her mind, thanks to the miracle of aviation.

Through interline agreements Air France is able to bring to almost any part of the United States from almost every part of the world merchandise that once was restricted to its own native habitat and the process works in reverse.

We are doing everything possible to facilitate the speedy handling and delivery of air express. Our newly expanded freight department is staffed with people who understand the problems of shippers and we have added to our fleet of pickup and delivery trucks.

Orchids are delivered in New York 24 hours after being shipped from Africa. Today's New York newspapers are read in Paris and other capitals of Europe tomorrow.

Our Christmas business far exceeded all anticipation and we are looking forward to a steady pick-up during the Spring and Summer seasons. I believe that manufacturers and merchants are sold on air transportation for most commodities, and I am sure that the problems we have all faced in this business will be ironed out in the very near future.

Salesmen are finding that they can reach their markets faster and that their customers want their goods delivered by the same vehicle that has given impetus to their efforts—the airplane. Buyers fly to New York and do not have to wait months for their purchases to follow them home. Businessmen generally are able to work out difficulties that require personal attention by the quick and expedient method of air transportation.

This is the Air Age. More and more people are learning to ship their goods by air.

■

EARL F. SLICK

President

SLICK AIRWAYS

SLICK AIRWAYS made prodigious strides during 1948 in every phase of its operation. The most singular achievement, however, was in the improvement of service rendered to the air shipper.

It is no secret that the air freight industry, just barely two years old at the beginning of 1948, was faced with many problems. They were problems, however, that we know could be licked, and we have spared no expense in our efforts to give the air shipper what he wants, an expedited, efficient service.

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Although the volume of business handled by Slick Airways in 1948 was approximately 27,000,000 ton-miles, an increase of 25 percent over 1947, we have accomplished many things which have improved our service. Through improved handling methods we have reduced the loss and damage claims in 1948 by approximately 35 percent. These same methods, together with improved facilities, have resulted in reduced ground handling times, thereby reducing the elapsed time from shipper to consignee.

The phenomenal growth of air freight has resulted in ever-increasing interest on the part of both local cartage companies and over-the-road truckers. An apathy on the part of these companies at the outset resulted in unreliable pick-up and delivery service and a stumbling block in providing service to off-line points. However, now that the vast potential in air freight has become apparent, it is anticipated that there will be a continued, steady improvement in pick-up and delivery service and in providing small off-line points with speedy nation-wide truck-air service.

Should the present high cost of operation continue through 1949, reduced rates cannot be expected by the air shipper. As long as the present high labor, fuel, and other costs continue, no reduction in rates can be obtained until more economical freight planes are in production. These planes cannot be expected within the next 12 months, although we are hopeful such a plane will be available within the not too distant future.

The air shipper can expect continued improvement in service, more frequent schedules, and more efficient handling which stems from the experience we are gaining daily from handling air freight and studying his distribution problems. We realize that all we have to sell is service, and we shall continue to exert every effort in increasing the value of our product to our customers.

ARTHUR C. SMITH

Cargo Traffic Manager
WESTERN AIR LINES

DURING 1948, Western Air Lines, through the experience gained particularly during the previous two years, has been able to improve the service to the air shipping public.

The best indication that our service has improved and is appreciated is the fact that we have carried nearly a million more ton-miles of air freight during the first nine months of this year over the same period of 1947, representing a 50 percent increase, in spite of operating less route miles with the disposal of our Los Angeles-Denver route. Direct air freight service to Canada, through our Lethbridge gateway, has recently been established and should open up a vast new territory to be benefited. International air freight has made rapid strides through traffic agreements with our connecting overseas carriers.

The year 1949 should be a banner one for air freight, and the air shipper can expect increasingly improved service and facilities besides being able to reach more directly additional territory and at little or no increased cost.

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John A. Smith (right), cargo sales manager for Continental Air Lines, stresses a point to his class in air transportation at Denver University. The book the students are using as text is Air Transportation. The lesson is on airborne lobsters, and helping the students along is a three-page picture story in the 1948 Foreign Trade Number (October) of the magazine. The future cargo reps and managers seem to be having a good time.

JOHN A. SMITH
Cargo Sales Manager
CONTINENTAL AIR LINES

AIR CARGO services along the route which Continental Air Lines serves, considered a luxury by business before the war, has now become a necessity and a tool of competition in an era of fast distribution and communications.

And air transportation has become a major consideration in the comparatively sparsely settled regions of the West and Southwest where distances are greater between populous cities and where surface transportation across there great distances is either very slow or virtually nonexistant.

Probably the most important service Continental sales and station personnel have provided the air shipper during 1948 is acquainting him of the advantages of air shipping. In this regard, Continental, like many other scheduled airlines, has ceased to look upon air cargo as a sideline to passenger business and now considers it a complement to integrated air transportation services in which passengers, express, freight, mail and parcel post all play a very definite part.

In addition to acquainting more shippers with Continental's air transportation services, the airline's sales and station personnel in 26 southwestern cities have lent a more attentive ear and spent more time investigating the individual needs of potential air shippers both large and small, constantly seeking better methods of handling and ideas for better packaging of extremely fragile or perishable items. This has been of paramount importance because of the diversified nature of shipments made along the airline's route.

As far as Continental is concerned, the air shipper can expect better and faster service and more space available for larger and heavier air cargo in 1949. With the addition of five 300-mile-an-hour Convair-Liners to scheduled service December 15, 1948, which supplement the fleet of 21-passenger Douglas planes, Continental will be able to provide 11,125,600 ton-miles for air cargo to shippers in 1949.

That Continental Air Lines is approaching the air cargo problem—the problem of selling and keeping shippers sold on air cargo—is borne out by the huge increases in air cargo and especially air freight during 1948.

Through September, 1948, as compared with the same period of 1947, Continental air freight ton-miles increased 114 percent; air express ton-miles increased 17 percent; air mail ton-miles increased six percent. No comparative figure is available for air parcel post. THE END

GUATEMALA

(Continued from Page 19)

Shipments for 1948 promise to set a new record. One airline alone reports the delivery of 536 head of livestock into the Caribbean area from January 1 to October 30. These shipments originated in Kansas, Louisiana, Missouri, New Hampshire, Oklahoma, Texas, and Wisconsin.

Finding return cargoes continues to be a problem for air-freight lines and grows as southbound cargoes increase. During 1945 north and southbound loads were nicely balanced. During 1946 northbound shipments were 60 percent of those going south, and during 1947 this proportion fell to less than half. A similar and possibly more serious situation continues throughout 1948. The problem springs in part from the fact that southbound shipments consist principally of high-priced items for which high freight charges are of relatively small importance.

On the other hand, Central America has available for shipment principally items of low value per unit of weight. An answer may be found in the production and sale of Winter fruits and vegetables, particularly luxury items not yet available in the great markets of the industrial sections in the United States. These might include such products as mangoes, three-pound avocados, cherimoyas, zapotes, and the delicious mangosteen. But it takes time to bring these crops into production on a large scale. In the meantime, quicker-growing crops like Winter tomatoes, pineapples and papayas may fill the gap. Farmers of this region had not realized that they would so soon be provided with rapid and efficient air-freight service linking their tropical year-round farms to Winter-bound markets of the north. But the magnitude of the new marketing possibilities that have been opened up by air-freight services are now apparent, and some local farmers are hastening to take advantage of the opportunity. When their efforts are realized, a steady two-way flow of air freight between Central America and its northern neighbors will become commonplace. THE END

THREE HEADS ARE BETTER THAN ONE

(Continued from Page 16)

been advised of discontinued services, routed the cargo over a less desirable route, only to learn later that the original service had been out for only a day or two.

Tracing remains the most serious of all difficulties to be surmounted. It is extremely difficult to placate an irate shipper by telling him the forwarder has made dozens of telephone calls, dispatched letters or cables, and that the airline is doing all that is possible to locate his cargo. The shipper wants action and a prompt answer. This lack gives the forwarder more trouble than anything else and can have a serious effect on the airline involved. In many instances, shippers will not permit forwarders to use certain airlines because of tracing difficulties.

IATA has done a fine job but has had its own troubles, due, in part, to rulings made without proper consideration of the requirements of the three partners: airlines, forwarders, and shippers.

In an attempt to foster a closer rela-

tionship with a well-known airline, the writer called at its office and had quite a chat with the sales manager. The latter did the talking. He volunteered the information that the airline was going strong, its planes were all booked in advance, but possibly one of his assistants *might* be interested in speaking to the writer. The assistant showed him his flight figures—4,000 pounds per flight, all DC-4s. The old story: freight versus passengers.

Here is an airline regularly sending out literature on air freight, while its backlog of freight is building up. Please bear in mind the fact that the author's call had been made to give the line additional poundage. Upon leaving, the assistant volunteered to help the forwarder generate more freight by giving *him* advice on *how to sell!*

Let us stop complaining about our problems privately. We need regular meetings where the airline, the forwarder, and the shipper can make their troubles known, learn to respect one another, and, above all, advance air cargo transportation.

Truly, three heads are better than one. THE END

GUEST AIR CARGO EDITORIAL

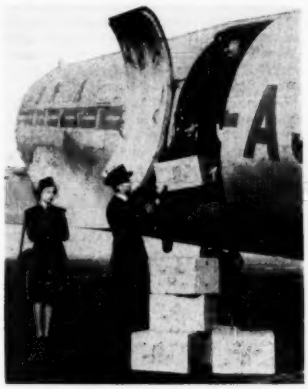
(Continued from Page 7)

of being subject to seasonal or other market variations. It is probably never needed in an emergency. *Interest is hardly ever involved.* Less than five percent of all gold moved today is on account of international arbitrage. The reason it bears heavy surcharges by air in the Eastern Hemisphere is that expenses involved in surface transport in these areas are as high or higher.

The Conference is dealing itself out of what North Atlantic gold trade there is. The rate on bullion between New York and London will be $1.54½ per pound; Stockholm, $1.92. The steamer rate to both points is 11/40 percent *ad valorem*, or $1.11⅜. The discrepancy is worse on longer hauls. The Conference rate for Johannesburg to New York is $3.75; surface (rail-steamer), $1.11 2/5—even lower than the general cargo rate over 100 pounds, of $1.88. The difference, up to $2.38 3/5 per pound, is evidently to be sold—to a banker—on a glamor basis.

This confusion, of which the above are typical examples, will no doubt clear away in time. *The sooner the better.* It would appear particularly desirable for the Conference to make a thorough study of the air-cargo market, and for the carriers to close, as far as they can, the gap between their rate making and their on-the-ground cargo sales and traffic staffs. It is probably true that an undreamed-of volume of trans-atlantic cargo waits to move into the air upon the appearance of a rate structure rationally adjusted to its needs. But up to date, there seems to be this excess of theory.

THE END



The first commercial consignment of brandy in Europe — three tons of the liquid refreshment! — shown being unloaded at Bovingdon Airport, London, after flight from Cognac, France. Carrier was British Nederland Airservices.

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AIR FREIGHT FORWARDERS

Pan-Atlantic, Inc.: Joseph G. Fuchs, president, reports that his firm has been appointed representative for the Prague International Fair, scheduled for March 13-20. . . . Pan-Atlantic's Air Cargo Division, headed by John H. Konrath, Jr., recently inaugurated its C-Air Service, which combines the operations of BOAC, British European Airways, and Cunard White Star Lines. Once a week, cargoes leave New York aboard a Cunard vessel bound for England where it is transferred to BEA (if consignment is to Western Europe) or BOAC (if consigned to the Near East, Far East, India, Africa, or Australia). C-Air delivery time is from seven to nine days; all-air, of course, is considerably faster—from three to four days.

H. G. Ollendorff, Inc.: H. G. Ollendorff, president, advises that his firm celebrated its tenth anniversary last month. Headquarters are at 239 West 68th Street, New York.

A. F. Cofod and Company, Inc.: Reorganization of this firm finds A. V. Hall Mulford as president; William C. Silkie, executive vice president; Milton V. Morrison, vice president and treasurer; Kenneth Cofod, vice president and secretary; and

William C. Silkie A. V. Hall Mulford

Walter S. Davis, vice president. Mulford, who's article, *Three Heads Are Better Than One*, appears in this issue, has a record of 2½ decades with the Standard Vacuum Oil Company. Silkie has served as cargo manager for American Export Line and American Overseas Airways, cargo sales manager for Air France, and freight traffic manager for Linea Aeropostal Venezolana.

Stark Air Shipping, Inc.: Oskar A. Olofsson has been named general manager and will head the company's operations at its New York and Indianapolis offices. Formerly with Pan American World Airways, he has been with Stark for more than a year. During the war he served as an officer in the Merchant Marine.

Peter A. Bernacki: Formerly with Partlow, Inc. and Richard C. Remmey Son and Company as industrial manager, and with TWA as its international freight representative in Philadelphia, A. William Gouk has been appointed district freight agent for Peter A. Bernacki, Philadelphia freight forwarders.

John D. Smith Inter-Ocean, Inc.: An office has been established at the New York International (Idlewild) Airport under the direction of Charles Prehal. The new branch will emphasize rapid clearance of air imports.

Cosmos Shipping Company, Inc.: David Bycoffe, president, has appointed Michael M. Hasman director of Cosmos' foreign trade program. He will supervise the activities of the firm's branches throughout the world. Associated with Cosmos for more than five years, Hasman has headed its Pacific Division and more recently has served as Eastern field representative.

Freight Cargo Agency: George B. Kiely, general manager of the firm located at 303 West 42nd Street, New York, has circulated the following to a large number of air freight forwarders and air carriers:

"At the present time, there is functioning in London, the Air Charter Division of the Baltic Exchange, and in Paris a similar air freight and charter exchange also opened. We lack such a centralized headquarters in North and South America, where 80 percent of the world's air cargo and passenger business is generated.

"The writer, who is one of the oldest in line of experience in the 'new business' of air freight, and the chartering of aircraft (there is only one other organization longer in the trade) has been requested by many people in the forwarding end of the business, and also from the aircarriers, to 'feel' out the rest of the individuals in the business of air transportation, as to whether they would be interested in becoming members of such an Air Transport Exchange. If enough interest is shown, an Organization Committee will be named from those interested and formal applications will be sent out.

"This notice is being sent to you as one of those who should become a member of this Exchange—the first serious effort to bring together those who have air freight or passengers, and who seek a rate that will allow them to make some net profits, and those air carriers who are seeking this kind of business as a means or surviving the 'high pressure' that is being put forth by the large regular commercial air carriers. This Air Transport Exchange will be the backbone in strength and guarantee of responsibility for you people, just like IATA takes care of the interests of the members of their organization. The independent air carrier and the freight forwarder, needing sensible rates in order to survive, cannot always get business at the cargo and passenger rates that IATA insists on—and most of all, special jobs call for special departures. In short, we need more unscheduled operations, with a profit to both the cargo supplier and the aircarrier. Here is what the Air Transport Exchange would do to bring about these results:

"1. The registered members would be (1) air carriers; (2) air freight forwarders; (3) travel agencies who require charter rates.

"2. The air carrier would file with the ATE the dates on which his aircraft would be available, with preference shown for any particular destination. Weekly, every member of the ATE would receive a bulletin showing all the aircraft so available (for the next 60 days) and would be invited to offer through the ATE New York office what he has to offer in cargo or passengers. The freight forwarder or travel agent, who may be a member, would also file with the ATE the details of the load that he may have and this too would go out in the weekly bulletin to every member.

"3. The New York Office of ATE would keep posted on large bulletin space both the offerings of airspace and cargo or passengers. The office, open from Monday through Saturday, 9 a.m. to 5 p.m., would always be open to all members for examination of the available facilities. Any member can telephone, if in a special hurry and cannot come to the ATE, or wait for the bulletin in order to cover his requirements.

"4. If any member does not have a New York office, the address of ATE can be used for that purpose, so that crews of aircraft can report for orders, etc., or in the case of a freight forwarder, the executive secretary of ATE could process documents for their account. The office of ATE is open to act as mediator in any disputes and it would be an official office of record for preparing and filing air charters. (Note: It is possible to make air charters for combined cargo or passenger loads from a group of members with business for any one destination, each to pay their proportion of the charter cost.) In short, we seek low rates for the charterer and a full load for the air carrier.

"5. The ATE will, of course, be very active in promoting the best interests of its members in Washington and other centers of political activity.

"6. The income of the ATE, to support its operations, will come from the annual membership dues and a service fee of 2½ percent on all charter fees. The forwarder members will always receive a minimum brokerage of 7½ percent on any business given to any carrier. The ATE will collect this joint 10 percent commission and properly distribute the same. The expenses of the ATE shall be: (1) rent of premises; (2) furnishings of same; (3) telephone, telegraph, teletype costs; (4) necessary stationery, cost of weekly bulletin; (5) a full-time salaried staff, to be the executive secretary and three clerks."

AIR FREIGHT LINES

Transocean Air Lines: Authority has been granted to TAL by the Government of Venezuela to establish an international service linking Caracas and Rome. Authorization is for the transportation of passengers, freight, and mail. Intermediate stops will be made at Bermuda and the Azores.

All directors and officials of the contract air carrier have been re-elected. Directors are: Orvis M. Nelson, chairman of the board; Colonel Ray T. Elsmore; Sidney J. Nelson; John M. Hodgson; and Warren D. Williams. Officers are: Orvis M. Nelson, president; Colonel Elsmore, executive vice president; Douglass F. Johnson, secretary; and George V. Nikolashin, treasurer.

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AIR TRANSPORTATION *Congratulates*

★ EXECUTIVE ★

MAJOR GENERAL OLIVER P. ECHOLS, president of the Aircraft Industries Association, who will take over the board chairmanship of Northrop Aircraft, Inc., on February 1. Immediately prior to joining AIA, Echols was director of the Civil Affairs Division of the War Department. He has served in the European theater as chief, Internal Affairs Division, Supreme Headquarters, and later as deputy commanding general, Office of Military Government for Germany.

J. CARLTON WARD, JR., LAWRENCE B. RICHARDSON, MYRON B. GORDON, and **F. EUGENE NEWBOLD, JR.,** elected to the following offices of Stratos Corporation, wholly-owned subsidiary of the Fairchild Engine and Airplane Corporation: Ward, board chairman; Richardson, president; Gordon, vice president; Newbold, general manager.

CAPTAIN LELAND D. WEBB (U.S.N., Ret.), vice president of the Western office of the Aircraft Industries Association, named general manager of the association.

C. B. COLBY, former aviation editor, appointed secretary of the Corporation Aircraft Owners Association.

SANFORD ZEIGER and **SPENCER WRIGHT,** named to the respective positions of president and vice president of Sanford Aircraft, Inc.

★ ADVERTISING ★ PUBLIC RELATIONS

BEN G. WRIGHT, appointed to the double-barreled job of director of public relations for American Airlines and American Overseas Airlines. A former newspaperman, Wright has headed AOA's public relations department for the past two years.

ROD C. MacINNES, named director of public relations for Trans-Canada Air Lines. A veteran of the RCAF, he came to TCA and Canadian National Railways in 1946.

CHARLES T. EDDINS and **J. A. FILES,** appointed by Braniff International Airways to the respective positions of advertising production manager and publicity assistant.

★ SALES ★ TRAFFIC

L. L. SHEETS, named assistant director of sales for Northwest Airlines. He formerly was district traffic manager for NWA.

ANDREW B. NEWCOMBE, appointed director of sales of American Airlines' Eastern Region, with headquarters in New York. He formerly served AA in Boston.

MAJOR ROBERT S. FOGG, well-known flyer, who has joined the sales staff of Republic Aviation.

★ CARGO ★

HARRY J. PARKS, appointed by Braniff International Airways to the post of traffic manager of air cargo-mail-express. A lieutenant colonel in the Transportation Corps, United States Army, Parks has been associated with the transportation industry for 17 years.

R. W. HOPES, now serving as central regional manager for Air Cargo, Inc., with headquarters in Chicago. He has been director of cartage services in the Washington office and prior to that was southeastern regional manager in Atlanta.

★ OPERATIONS ★

PAUL BESSONS, appointed by Air France to the post of general base and operations manager at Idlewild. Serving under him are **JACQUES MOURIES,** station manager in charge of flight operations; **MAURICE LOCAR,** maintenance manager; **JOHN ANDREWS,** base traffic supervisor in charge of traffic and commercial activities; and **TITO SARTORI,** administrative department supervisor.

★ MISCELLANEOUS ★

ROBERT J. G. McGLURKIN, named director of the Bureau of Economic Regulation, Civil Aeronautics Board. He has served as assistant director (international) of this bureau since October 30, 1946.

Oliver P. Echols | Ben G. Wright | Rod C. MacInnes | Harry J. Parks

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REGULATION AS A TOOL IN AIR FREIGHT

(Continued from Page 29)

state that the Board's failure to suspend the reduced freight rates of the grandfather carriers may have permitted them to use mail subsidies as a means of covering freight losses.

Perhaps emboldened by the Board's failure to suspend either the consolidated general commodity tariff eliminating volume breaks and the unusually low specific commodity tariffs, or perhaps because the ordered investigation had not materialized, during October, 1947, several of the grandfather carriers filed a new series of reduced tariffs. The general effect of these would have been to establish 13 cents per ton-mile rates for most commodities between most major points. Becoming apprehensive at this additional series of tariff filings, the Board finally suspended most of the new tariffs on the ground that rate cutting should not be extended until a full investigation could be made. In addition, the Board moved to expedite the investigation of these freight rates, principally because under Section 1002(g) of the Act the tariffs could not be suspended for a period in excess of 180 days, and broadened the investigation to include all of the freight rates of both the passenger and freight carriers.

Minimum Rate Proposal

The direct and indirect freight carriers initiating the investigation proposed that the Board employ its rate-making authority to establish a minimum rate based upon the full cost of operating all-cargo planes, and to prescribe volume weight breaks in freight tariffs. The minimum rate proposal was vigorously opposed by the grandfather carriers on the grounds that in the early stages of development freight rates should be the province of management alone and that, in any event, any minimum rate order should set a level sufficiently low as to reflect only the "added cost" to the established airlines of carrying freight, largely in passenger aircraft. The volume-break proposal was discussed largely in the context of cost justification, although the only provable argument yet available was the effect of volume breaks on tonnage moved.

The desire for minimum rates and volume breaks unified the new freight carriers and the forwarders. Both the forwarders and direct freight carriers were anxious that the minimum rate be kept sufficiently high so as to (a) permit generous volume breaks on heavy shipments and (b) promote the economic operation of cargo aircraft, because of their experience that passenger planes are not easily adaptable to bulk shipments of varying sizes.

Since their only source of income is from freight, the new carriers sought minimum rates based upon the fully allocated cost of freight carried in cargoplanes. They further requested that such rates be implemented by (1) allocation standards and a reporting procedure which would indicate the relationship between freight revenues and expenditures, and (2) the enunciation by the Board of the principle that freight losses could not be recouped through mail pay. This direct approach to the troublesome problem of the function of mail pay in the development of other classes of traffic apparently led one of the principal grandfather carriers to question whether the Board could employ its rate-making powers for the benefit of carriers which do not possess certificates of public convenience and necessity.

CAB Opinion

In seven months the Board issued orders establishing minimum rates. The Board's opinion formulated the necessity of having a rate structure high enough to make the experiment with specialized freight carriers significant; rejected the added cost approach to minimum rate making; and found that rates generally were below the full cost of carrying freight on all-cargo aircraft. Having determined to prescribe minimum rates, the Board enunciated a formula under which 16 cents per ton-mile became the minimum rate for the first 1000 ton-miles of any shipment, and 13 cents per ton-mile became the minimum rate for ton-miles in excess of 1000 in any one shipment. Both the differential in the minimum rate and the ton-mile formula were based upon the Board's observation that unit costs decline as distance and weight of shipment increase. It was conceded that the combination of the rates prescribed were a few cents below existing cost levels, but this was justified for developmental reasons and on the ground that the carriers presumably would file tariffs returning revenues greater than the minimum rate. The Board also initiated a modification procedure, modeled after early Interstate Commerce Commission procedure with respect to motor carrier minimum rates, under which certain of the carriers have petitioned for leave to file specific commodity rates below the minimum rates. This procedure was in recognition of the necessity of securing the best possible utilization of equipment on back hauls. By an order issued July 21, 1948, the Board permitted carriers to file rates below the minimum on seven commodity groups, to be applicable in eastbound and northbound directions only, and ordered an investigation of the rates approved and all other proposed sub-minimum commodity rates.

The delay in the development of a specialized air freight industry, resulting from a cautious operation of the administrative process, has given the grandfather carriers an opportunity to demonstrate their capacity and willingness to haul freight. The larger of the established carriers have hired additional cargo personnel, instituted advertising and sales campaigns, purchased surplus Government cargoplanes, and converted a considerable number of their four-engined passenger planes into freight planes as new passenger equipment has become available. Although they have continually argued that specialized freight carriers are unnecessary because of the tremendous unused capacity available in passenger planes, the action of management appears to demonstrate the conclusion that volume freight cannot be carried in passenger planes.

Air Cargo, Inc.

The grandfather carriers also have turned their attention to the problem of handling cargo on the ground. In February, 1947, the airlines reactivated Air Cargo, Inc., a wholly-owned subsidiary of their trade association, the Air Transport Association of America, to handle pickup and delivery; prior to the war its function was to carry on research in air property transportation. This organization now has its own personnel serving the terminal areas of a limited number of airports, but contracts with independent truckers for pickup and delivery have been extended to cover approximately 100 airports.

By what criteria can the Board's action in the foregoing proceedings be measured? The subjective desires of air carriers themselves provide one test and, in the setting of contemporary Washington, it is easier for the journalists than the public servant to make light of it. Because the Civil Aeronautics Board has been regulating a single industry with a minimum of conflicting viewpoints, the agency is peculiarly susceptible to suggestions of management. In the present matters, however, the younger portion of the industry has been in deep-rooted disagree-

ment with the older, thus leaving the Board without benefit of unified industry guidance.

Another standard by which agency action may be measured are the decisions and dicta of the Interstate Commerce Commission, and the opinions of courts reviewing these decisions. Because certain of the phrases in the Civil Aeronautics Act are similar to those in the Interstate Commerce and Transportation Acts, it is understandable that participants have seized upon hoary words from remotely analogous cases to buttress their particular positions. Too frequently the Commission and, in turn, the courts have been necessarily more concerned with rationalizing the past than in planning the future. If this were the approach which the Congress desired, it might well have continued the Commission's responsibility over aeronautics in enacting the Civil Aeronautics Act of 1938.

11 Years Ago

But neither the Congress nor the industry, and in the last analysis not even the President, urged this course of action. In 1938 the air transportation industry was a struggling infant; a great future was predicted for commercial aviation, but at that time the industry was characterized by a chaotic financial condition. In contrast to the legislative setting surrounding the enactment of other transportation legislation, the air transport industry urged upon Congress the necessity of creating an independent agency, free from possible surface carrier influences, which could be endowed with *broad affirmative powers to use regulation as a means of developing, promoting and encouraging this new industry*. The granted powers are sufficient to permit the agency to take the leadership in creating rate structures and different classifications of carriers either for experimental purposes or for the purpose of insuring the long-range stability of the industry. This dynamic approach to regulation was written into Section 2 of the Act, which requires the Board to consider these objectives as being in the public interest and in accordance with the public convenience and necessity:

"(a) the *encouragement and development of an air transportation system* properly adapted to the present and future needs of the foreign and *domestic commerce* of the United States, of the Postal Service, and of the *national defense*; (b) the *regulation of air transportation in such manner* as to recognize and preserve the inherent advantages of . . . and *foster sound economic conditions* in, such transportation . . . ; (c) the *promotion of adequate, economical*, and efficient service by air carriers at *reasonable charges*, without . . . *unfair or destructive competitive practices*; (d) *competition* to the extent necessary to assure the *sound development* of an air transportation system . . .; (e) the *regulation* of air commerce *in such manner as to best promote its development* and safety; and (f) the *encouragement and development* of civil aeronautics." (*Emphasis* supplied.)

These passages from the Civil Aeronautics Act, which Congress directed the Board to employ in carrying out its activities, are distinctive in the field of transportation legislation. No such declaration to promote a single type of transportation, without consideration of the development of competing types of transportation, is contained in other legislation. Indeed, it was not until the enactment of the Transportation Act of 1940 that Congress even set forth a policy of "developing, coordinating, and preserving a national transportation system by water, highway, and rail, as well as other means . . . and this belated effort apparent has had little effect upon the activities of the Interstate Commerce Commission in connection with these latter means of transport. Moreover, it is significant that the Congress did not refer to air transportation in the policy passages of the Transportation Act of 1940, indicating that the promotional directive of the Civil Aeronautics Act of 1938 was to continue as national policy. Mere reference to air transportation would have been an idle gesture in any event, inasmuch as Congress has preferred to confide exclusive jurisdiction over this field in a body completely independent of the Commission.

To Police, Not Create

This is not accidental for, unlike the Civil Aeronautics Act, the interest groups responsible for other transportation regulation were interested in an agency which would police rather than create. Congressional intention with respect to aviation was made quite forceful by Section 406 of the Act, wherein the amount of mail subsidy awarded is dependent upon the need of each carrier to "maintain and continue the development of air transportation to the extent required for the commerce of the United States, the Postal Service, and the national defense." Ever since the enactment of the statute, Congress has continuously made funds available for its implementation.

Quite apart from transportation, the promotional policy of the Civil Aeronautics Act is all the more unique when compared with numerous other regulatory measures. Federal statutes enacted prior to the Roosevelt period were mainly corrective or curative in nature. With a few exceptions, the same can be said of the social and economic legislation of the depression and New Deal, which sought to resuscitate the national economy or to balance economic pressures where one interest had become dominant over another, to protect a particular industry or conserve natural resources, or simply to provide relief or security. Even the most positive of the wartime statutes, the Emergency Price Control Act and the Stabilization Act were not designed to disturb the *status quo* or to create new economic patterns and relationships.

There have been but few times in our history when creative power has been delegated to administrative agencies, the best recent example being the Atomic Energy Control Act of 1946. Under such statutes tremendous powers were given to the particular agencies involved to create, promote, and develop particular spheres of our national life. In all of these instances it was assumed and intended that regulatory power would be employed as a means to attaining these goals, and not as tools for policing and supervising to maintain the *status quo*.

Tremendous Responsibility

The promotional and developmental concept and language of the Civil Aeronautics Act place it in the same category with acts designed to produce new national wealth. An agency endowed with such powers has tremendous responsibilities to the nation, which responsibilities cannot be fulfilled without the employment of positive creative imagination in the face of retarding influences of entrenched economic interests. Such interests have no greater claim on the Civil Aeronautics Board than do private utilities on the Tennessee Valley Authority, the National Association of Real Estate Boards on the Federal Public Housing Authority, or the principal subcontractors on the Atomic Energy Commission. Thus, it is by similar standards of national responsibility that the actions of the Civil Aeronautics Board must be judged.

The Board's reaction to the related freight problems has not, in our opinion, measured up to the potentialities and responsibilities outlined above. Largely because of the acumen of imaginative businessmen, the freight carriers are making new strides without the help of the Board. However, even the most enterprising of them can go only so far without the Board's approval and support. This poses the question whether the freight industry is so constituted that the creative employment of promotional and regulatory tools by

the Board can assure its sound development.

In our opinion the ability of the air freight industry to develop with stability turns upon the early acquisition of certificates of public convenience and necessity under Section 401 of the Act. Although the principal freight carriers filed applications as early as the Spring of 1946, the Board has not yet reached a decision as to which, if any, such carriers should be given certificates. If the Board takes three months to consider the issues subsequent to argument in the Air Freight Certificate Case (which is not an unreasonable time), it will have taken two-and-one-half years to afford "due process." This delay, however justifiable, has worked hardship on the industry.

The dynamics of the Air Age do not permit the luxury of such aloofness. By 1945 the potentialities of air freight had become apparent. Since that time numerous direct and indirect carriers, whose operations may have been in the public interest, have been forced out of existence by reason of inability to raise capital or to withstand competitive rate cutting. This has been the case in spite of the Board's order temporarily permitting direct common carrier operations without a certificate. Thus the factor of time already has limited the number of candidates for direct freight carrier certificates to those with resources outside freight revenues. Further delays may eliminate even these and leave the field exclusively to the grandfather carriers.

Freight Forwarder Case

For similar reasons the development of the industry has been dependent upon early legalization of freight forwarders, and in the recent decision in the Air Freight Forwarder Case, the Board finally reached this result. In this decision the Board followed substantially the recommendations of the examiner by authorizing a five-year exemption period for most of the forwarder applicants. Before the exemption period expires the Board will be in a position to assess the contribution which the forwarders can make to the growth of the industry and will be able to base its subsequent actions on more empirical information. Although this decision may have come too late to prevent the elimination of some of the direct carriers, it is fortunate that after three tries the Board has decided not to spurn the possible contribution of an energetic group whose livelihood depends upon the development of the industry.

In our opinion the most effective impetus that the Board can give to the development of the air freight industry is to issue permanent certificates to the best qualified of the direct carriers without undue delay. Even if this should mean the certification of but a few carriers, the ghost will be layed that the existing grandfather carriers, by the accident of their early birth, will be permitted to preempt forever all air transportation.

With respect to carriers whose ability to meet the standards of Section 401 (d) is in doubt, decision could be deferred and the exemption order extended. However, for the certification decision to be effective the Board should reject the examiners' recommendation that the certificates issued be limited to three years' duration. Only unlimited certificates will lend the stability to attract investment of sufficient magnitude, discourage rate cutting, make possible the sound projection of operations, and assure employees that the industry will furnish long-time careers. The prospect that the freight carriers may have to reprove their case three years hence in the face of opposition from the grandfather carriers invites the very type of rate reductions which the Board's order in the Rate Investigation was designed to prevent. It is obvious that the establishment of temporarily uncompensatory rate structures, from which it might be difficult to escape, is of only secondary concern where the long-time rewards of industry domination are so great.

Area Concept

The certificates issued to freight carriers should recognize the "area concept" which permits the flexibility necessary to develop new types of traffic and new freight markets. The certificates should limit the traffic of the specialized carriers to freight and express, should reflect the long-haul pattern of operations, and should recognize the route patterns based on long-haul operations between heavy freight traffic generating points—metropolitan areas—forged during the period of the exemption order, rather than the academic proposals of the carriers set out in their applications and discussed by the examiners. Most importantly, the certificates to be issued should not attempt to mold the freight industry in the image of the passenger-mail service, with the latter's emphasis upon servicing numerous en route communities. At least in this stage of air transportation forwarders and the motor truck industry are able to complement the activities of air freight carriers by acting as feeders and distributors of traffic to and from the larger metropolitan areas.

Concluded Next Issue

PAA-AOA Deal Waits on CAB

The rumor of the merger of Pan American World Airways and American Overseas Airlines, reported in last month's issue of AIR TRANSPORTATION, bore fruit a couple of days after presstime with the formal announcement by Juan Trippe, PAA president, that AOA had agreed to sell out to his company in exchange for Pan Am stock.

The deal is not expected to have smooth going. Even though Civil Aeronautics Board officials have been mum on the subject, the matter of "adequate competition" is sure to be raised. (Approval of the merger would leave only TWA as Pan Am's North Atlantic rival.) Then, too, President Truman will have a say about this. American Export Lines, Inc., which owns 20 percent of the AOA stock, may make a fight of it, and indications are that TWA will not be passive.

Reasons for the sale may be summed up in this statement by C. R. Smith, AOA president:

"The slow revival of trade and commerce between the United States and Europe; the fact that the foreseeable volume of business does not justify the continuation of three competing United States carriers on the North Atlantic route; the increased subsidy which will be required to sustain three carriers; and the difficulty of securing the additional capital which will be required in the future."

The big question in many minds today is: Will Pan Am eventually *buy* one-carrier United States operation across the North Atlantic?

CAB Sets Up New Office

The Civil Aeronautics Board has organized an Office of Enforcement, the chief of which will report directly to the Board. Its primary mission is to insure compliance with the CAB's economic policies. Oliver Carter, acting chief of the Enforcement and Litigation Section of the Bureau of Law, has been named chief of the New Office of Enforcement.

According to the CAB, the new office was required because of the increasingly important problems connected with economic enforcement, many of which have developed since VJ Day. There will be continued in the Office of Enforcement certain functions heretofore performed by the Bureau of Law and the Bureau of Economic Regulation. It is expected that establishment of the new office will also facilitate operations under the provisions of the Administrative Procedures Act.

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AIR SHIPPING ★★★

[REG. U. S. PAT. OFF.]

International Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BUJ—Beaumont, Tex.
BGR—Bangor, Me.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
HFD—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HJR—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
MKC—Kansas City, Mo.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia
IDL—New York (Idlewild)
EWR—Newark
NLD—Nueva Laredo, Mex.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
QY—Sydney, N. S.
STL—St. Louis
SAT—San Antonio
SFO—San Francisco
SEC—Seattle
SHV—Shreveport, La.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
C—Colonial Airlines
CS—Chicago & Southern Air Lines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
PI—Peruvian International Airways
S—Sabena
SA—Swissair
SI—Skyways International
SW—Seaboard & Western
SS—Scandinavian Airlines System
T—Trans-Canada Air Lines
TA—TACA Airways
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.71 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

K: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TA: No valuation charge for shipments under $5,000 valuation . . . TACA has a special rate for shipments over 500 lbs.

TC Cheaper "deferred" rate available. Contact airline direct.

* This involves onward carriage by another airline.

▲ TCA Aircargo rate of 25 lbs. or less.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Any Destination in Colombia other than those named herein	MIA P	.72	.49	.15	Dly
"	MSY P	1.18	....	.15	Dly
"	HOU P	1.28	....	.15	Dly
"	BRO P	1.20	....	.15	Dly
"	CRP P	1.23	....	.15	Dly
"	NLD P	1.22	....	.15	.....
"	LAX P	1.49	....	.15	Dly
Apal, T. Pampanga, Phil.	SFO PH	2.50	1.88	.20	W,Sa
"	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
Aparri, Phil.	SFO PH	2.60	1.98	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	1.60	1.90	.20	.....
Aracaju, Brasil	LGA P	1.54	....	.15	Dly
"	MIA P	1.26	....	.15	Dly
"	MSY P	1.53	....	.15	Dly
"	HOU P	1.68	....	.15	Dly
"	BRO P	1.60	....	.15	Dly
"	CRP P	1.63	....	.15	Dly
"	NLD P	1.63	....	.15	.....
"	LAX P	1.90	....	.15	Dly
Arecibo, Puerto Rico	EWR TC	.30	.20	....	Frequently
Arequipa, Peru	MIA P	1.10	.83	.15	Dly
"	MSY P	1.27	.95	.15	Dly
"	HOU P	1.33	.99	.15	Dly
"	BRO P	1.28	.96	.15	Dly
"	CRP P	1.30	.98	.15	Dly
"	NLD P	1.26	....	.15	.....
"	LAX P	1.46	1.10	.15	Dly
Arica, Chile	MIA P	1.14	.85	.15	Dly
"	MSY P	1.30	.98	.15	Dly
"	HOU P	1.36	1.01	.15	Dly
"	BRO P	1.31	.98	.15	Dly
"	CRP P	1.34	1.00	.15	Dly
"	NLD P	1.26	....	.15	.....
"	LAX P	1.48	1.11	.15	Dly
"	MIA SI	1.14	.85	.20	Frequently
"	LGA SI	1.23	.94	.20	Frequently
Armenia, Colombia	MIA P	.65	.44	.15	Dly
"	MSY P	1.04	....	.15	Dly
"	HOU P	1.15	....	.15	Dly
"	BRO P	1.07	....	.15	Dly
"	CRP P	1.10	....	.15	Dly
"	NLD P	1.09	....	.15	.....
"	LAX P	1.34	....	.15	Dly
"	BUJ CS	.51	.39	.15	T,Th,Sa
"	CHI CS	.53	.41	.15	T,Th,Sa
"	YIP CS	.53	.41	.15	T,Th,Sa
"	ELD CS	.52	.40	.15	T,Th,Sa
"	EVV CS	.51	.39	.15	T,Th,Sa
"	FWA CS	.53	.41	.15	T,Th,Sa
"	GRW CS	.50	.38	.15	T,Th,Sa
"	HOT CS	.52	.40	.15	T,Th,Sa
"	HOU CS	.51	.39	.15	T,Th,Sa
"	IND CS	.52	.40	.15	T,Th,Sa
"	JAN CS	.50	.38	.15	T,Th,Sa
"	LIT CS	.52	.40	.15	T,Th,Sa
"	MEM CS	.50	.38	.15	T,Th,Sa
"	MSY CS	.49	.37	.15	T,Th,Sa
"	PUK CS	.51	.39	.15	T,Th,Sa
"	PIA CS	.53	.41	.15	T,Th,Sa
"	STL CS	.52	.40	.15	T,Th,Sa
"	SHV CS	.52	.40	.15	T,Th,Sa
"	HUF CS	.53	.41	.15	T,Th,Sa
"	TOL CS	.53	.41	.15	T,Th,Sa
Aruba, N.W.I.	MIA K	.41	.29	.15	Dly
Asmara, Ethiopia	LGA AO*	2.08	1.56	.15	Dly
"	LGA BO	1.98	1.55	.20	Dly except W
Asuncion, Paraguay	LGA P	1.77	....	.15	Dly
"	MIA P	1.53	....	.15	Dly
"	MSY P	1.75	....	.15	Dly
"	HOU P	1.94	....	.15	.....
"	BRO P	1.86	....	.15	Dly
"	CRP P	1.89	....	.15	Dly
"	NLD P	1.89	....	.15	.....
"	LAX P	2.19	....	.15	Dly
"	EWR TC	1.70	1.50	....	Frequently
Athens, Greece	LGA AO*	1.66	1.29	.15	T,F,Sa
"	IDL SA	1.57	1.11	....	Su
"	LGA SI	1.70	1.35	.25	Frequently
"	LGA TR	1.20	.90	.15	.....
"	HFD TR	1.20	.90	.15	.....
"	IDL SW	1.28	1.03	.20	.....
"	LGA C*	1.55	1.11	.30	.....
"	DCA C*	1.55	1.11	.30	.....
"	LGA BO	1.57	1.11	.20	F
"	IDL AF	1.57	1.11	.20	Weekly
"	BOS AF	1.54	1.09	.20	.....
"	IDL K	1.57	1.11	.15	W,Sa
"	IDL SS	1.57	1.11	.20	M,W,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalborg, Denmark	LGA AO*	1.30	.92	.15	Su,T
"	IDL SS	1.28	.89	.20	M,W,F
Aarhus, Denmark	LGA AO*	1.27	.90	.15	Su,T
"	IDL SS	1.27	.88	.20	M,W,F
Abadan, Iran	LGA BO	1.91	1.43	.20	.....
Aberdeen, Scotland	LGA AO*	1.24	.96	.15	Dly
Abo, Finland	LGA AO*	1.37	.97	.15	Su,T,Th
Acera, Br. Gold Coast	LGA P	1.89	1.42	.15	M,Th
"	BOS P	1.86	1.40	.15	M, Th
"	LGA BO	1.89	1.42	.20	Dly except W
"	IDL AF	1.89	1.42	.20	.....
"	BOS AF	1.86	1.40	.20	.....
Addis Ababa, Ethiopia	LGA AO*	2.29	1.71	.15	Dly
"	LGA BO	2.14	1.63	.20	.....
"	EWR TC	1.95	1.50	....	.....
Aden, Aden	LGA AO*	2.19	1.64	.15	Dly
"	LGA BO	2.11	1.60	.20	.....
Ajaccio, Fr. Corsica	LGA AO*	1.32	1.04	.15	Dly
"	IDL AF	1.29	.97	.20	Thrice Wkly
"	BOS AF	1.26	.95	.20	.....
Algiers, Algeria	LGA TW	1.32	.95	.20	M
"	LGA AO*	1.54	1.18	.15	T,F,Sa
"	LGA C*	1.30	.93	.30	.....
"	IDL AF	1.32	.95	.20	Dly
"	BOS AF	1.29	.93	.20	Dly
"	EWR TC	1.00	.80	....	.....
Allahabad, India	DCA C*	1.30	.93	.30	.....
"	IDL AF	1.32	.95	.20	Dly
Amsterdam, Netherlands	LGA AO	1.13	.83	.20	T,F,Sa
"	LGA SI	1.25	.75	.25	Frequently
"	IDL S	1.15	.84	....	Th
"	LGA TR	.86	.71	12▲	.....
"	HFD TR	.86	.71	12▲	.....
"	LGA C*	1.13	.83	.30	.....
"	DCA C*	1.13	.83	.30	.....
"	LGA BO	1.15	.83	.20	Dly except W
Amsterdam (cont'd)	IDL SS	1.44	.99	.20	M,W,F
"	IDL AF	1.15	.83	.20	Dly
"	BOS AF	1.12	.81	.20	Dly
"	IDL K	1.15	.83	.15	Dly
"	EWR TC	.85	.70	.25	.....
Anchorage, Alaska	SEC P	.45	.18	.15	Dly
"	SEC NW	22▲	22▲	.10	Dly
"	MPS NW	.35	.35	.10	Dly
Angat, Bulacan, Phil.	SFO PH	2.50	1.88	.20	W,Sa
"	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
Ankara, Turkey	LGA C*	1.71	1.37	.30	.....
"	DCA C*	1.71	1.37	.30	.....
Antigua, B.W.I.	LGA P	.46	.41	.15	Dly
"	MIA P	.45	.33	.15	Dly
"	MSY P	.96	....	.15	Dly
"	HOU P	1.18	....	.15	Dly
"	BRO P	1.10	....	.15	Dly
"	CRP P	1.13	....	.15	Dly
"	NLD P	1.12	....	.15	.....
"	LAX P	1.35	....	.15	Dly
Antilla, Cuba	MIA P	.20	.15	.15	Dly
Antofagasta, Chile	MIA P	1.19	.86	.15	Dly
"	MSY P	1.35	1.01	.15	Dly
"	HOU P	1.41	1.05	.15	Dly
"	BRO P	1.36	1.02	.15	Dly
"	CRP P	1.38	1.04	.15	Dly
"	NLD P	1.36	....	.15	.....
"	LAX P	1.51	1.13	.15	Dly
"	DCA PI	1.29	.95	.20	T,Sa
"	IDL PI	1.31	.97	.20	T,Sa
"	LGA SI	1.28	.95	.20	Frequently
"	MIA SI	1.19	.86	.20	Frequently
Antwerp, Belgium	LGA AO*	1.12	.85	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Athens (cont'd)	LGA TW	1.57	1.11	20	Dly
"	DCA TW	1.59	1.14	20	M,Sa
"	CHI TW	1.63	1.18	20	Sa
"	CHI TW	1.63	1.18	20	Sa
"	PHL TW	1.58	1.13	20	M,Sa
"	BOS TW	1.54	1.09	20	F
"	YIP TW	1.61	1.16	20	Sa
"	EWR TC	1.00	.85	25	.....
Auckland, N. Z.	LAX P	2.06	1.55	15	M
"	SFO P	2.06	1.55	15	M
"	PDX P	2.06	1.55	15	.....
"	SEC P	2.06	1.55	15	.....
"	LGA BO	3.73	2.80	20	Su,T,F,Sa
"	SFO BO*	2.06	1.55	15	.....
"	SFO BC	2.06	1.55	.....	.....
"	HJR BC	1.39	1.04	.....	.....
Augusta, Italy	LGA AO*	1.45	1.15	15	Dly
"	LGA BO	1.37	.97	20	Dly except W
Bacolod, Philippines	SFO PH	2.60	1.98	20	W,Sa
"	HJR PH	1.89	1.36	20	W,Sa
"	LAX W*	2.60	1.90	20	.....
"	PDX W*	2.60	1.90	20	.....
"	SEC W*	2.60	1.90	20	.....
Baghdad, Iraq	LGA AO*	1.44	1.16	15	Dly
"	LGA SI	2.36	1.60	25	Frequently
"	LGA C*	1.74	1.30	30	.....
"	DCA C*	1.74	1.30	30	.....
"	LGA BO	1.76	1.32	20	Dly except W
"	IDL AF	1.76	1.30	20	Weekly
"	BOS AF	1.73	1.29	15	.....
"	IDL K	1.76	1.32	15	Dly
"	IDL SS	1.76	1.32	20	M,W,F
"	EWR TC	1.58	1.25	.....	Frequently
Baguio, Philippines	SFO PH	2.60	1.98	20	W,Sa
"	HJR PH	1.89	1.36	20	W,Sa
"	LAX W*	2.60	1.90	20	.....
"	PDX W*	2.60	1.90	20	.....
"	SEC W*	2.60	1.90	20	.....
Bahia, Brazil (*See Sao Sa Under*)					
Bahrein, Arabia	LGA AO*	2.07	1.55	15	Dly
"	LGA SI	2.40	1.65	25	Frequently
"	LGA C*	2.60	1.50	30	.....
"	DCA C*	2.60	1.50	30	.....
"	LGA BO	1.91	1.41	20	Dly
Balboa, Canal Zone	MIA P	.39	.29	15	Dly
"	MSY P	.47	.37	15	Dly
"	HOU P	.50	.39	15	Dly except W
"	BRO P	.50	.39	15	Dly
"	NLD P	.66	.47	.15	.....
"	CRP P	.50	.39	.50	Dly
"	LAX P	.83	.63	15	Dly
"	MIA SI	.38	.28	10	Frequently
"	LGA SI	.47	.37	10	Frequently
"	HOU B	.50	.39	10	M,W,F
"	CHI B	.51	.41	20	M,W,F
"	CRP B	.50	.39	10	M,W,F
"	DAL B	.51	.40	10	M,W,F
"	YIP B	.51	.41	20	M,W,F
"	MSY B	.47	.37	15	M,W,F
Baler, Philippines	SFO PH	2.60	1.98	20	W, Sa
"	HJR PH	1.89	1.36	20	W,Sa
"	LAX W*	2.60	1.90	20	.....
"	PDX W*	2.60	1.90	20	.....
"	SEC W*	2.60	1.90	20	.....
Baliwag, Bulacan, Phil.	SFO PH	2.50	1.88	20	W,Sa
"	HJR PH	2.79	1.26	20	W,Sa
"	LAX W*	2.50	1.80	20	.....
"	PDX W*	2.50	1.80	20	.....
"	SEC W*	2.50	1.80	20	.....
Bangkok, Siam	LGA C*	2.44	1.83	30	.....
"	DCA C*	2.44	1.83	30	.....
"	LGA P	2.46	2.20	15	W,Sa.
"	PDX P	2.89	2.17	15	.....
"	SEC P	2.89	2.17	15	.....
"	LAX P	2.89	2.17	15	M,T,W,F,Sa
"	BOS P	2.43	2.18	15	.....
"	SFO P	2.89	2.17	15	M,T,W,F,Sa
"	LGA AO*	2.73	2.01	15	T,F,Sa
"	IDL AF	2.54	2.20	20	.....
"	BOS AF	2.51	2.18	20	.....
"	LGA SI	2.60	2.22	25	Frequently
"	LGA TR	2.34	2.00	25	.....
"	HFD TR	2.34	2.00	25	.....
"	LGA BO	2.46	2.20	20	Dly except W
"	IDL K	2.46	2.20	15	Dly
"	LAX W*	2.50	1.80	20	.....
"	PDX W*	2.50	1.80	20	.....
"	SEC W*	2.50	1.80	20	.....
"	EWR TC	2.30	1.80	25	.....
Bangui, Belg. Congo	IDL AF	2.05	1.54	20	Weekly
"	BOS AF	2.02	1.52	20	.....
Baracoa, Cuba	MIA P	.22	.16	15	Dly
Barcelona, Spain	LGA AO*	1.46	1.11	15	T,F,Sa
"	IDL AF	1.30	.98	20	Twice Wkly
"	BOS AF	1.27	.95	20	Twice Wkly
"	IDL SA	1.41	1.06	.....	Su
"	LGA P	1.30	.98	15	.....
"	BOS P	1.27	.95	15	.....
Barcelona, Venezuela	LGA P	.66	.54	15	Dly
"	MIA P	.53	.38	15	Dly
"	MSY P	.93	.63	15	Dly
"	HOU P	1.02	.68	15	Dly
"	BRO P	.94	.64	15	Dly
"	NLD P	1.15	.....	.15	.....
"	CRP P	.97	.65	15	Dly
"	LAX P	1.38	.....	15	Dly
"	MIA K	.53	.38	15	.....
"	LGA C*	.75	.52	.30	.....
"	DCA C*	.75	.52	.30	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Barranca, Bermeja, Col.	MIA P	.60	.41	15	Dly
"	MSY P	1.12	.....	15	Dly
"	HOU P	1.26	.....	15	Dly
"	BRO P	1.20	.....	15	Dly
"	CRP P	1.23	.....	15	Dly
"	NLD P	1.23	.....	15	.....
"	LAX P	1.49	.....	15	Dly
Barranquilla, Colombia	MIA P	.36	.26	15	Dly
"	MSY P	.74	.52	15	Dly
"	HOU P	.84	.58	15	Dly
"	BRO P	.75	.53	15	Dly
"	CRP P	.78	.55	15	Dly
"	NLD P	.98	.....	15	.....
"	LAX P	1.23	.....	15	Dly
"	LGA C*	.55	.40	30	.....
"	DCA C*	.55	.40	30	.....
"	LGA SI	.44	.37	10	Frequently
"	MIA SI	.35	.25	10	Frequently
"	MIA K	.53	.38	15	T,F
"	EWR TC	.45	.35	.....	Frequently
Basco, Philippines	SFO PH	2.60	1.98	20	W,Sa
"	HJR PH	1.89	1.36	20	W,Sa
"	LAX W*	2.60	1.90	20	.....
"	PDX W*	2.60	1.90	20	.....
"	SEC W*	2.60	1.90	20	.....
Basle, Switzerland	LGA AO*	1.32	.98	15	T,F,Sa
"	LGA TR	.92	.80	12½	.....
"	HFD TR	.92	.80	12½	.....
"	LGA C*	1.20	.92	30	.....
"	DCA C*	1.20	.92	30	.....
"	IDL AF	1.19	.88	20	Six Weekly
"	BOS AF	1.16	.86	20	.....
"	IDL S	1.20	.89	.....	Th
"	IDL SA	1.19	.88	.....	Sa
"	IDL K	1.19	.88	15	Dly
"	EWR TC	.95	.75	.....	Frequently
Basrah, Iraq	IDL K	1.85	1.32	15	Dly
"	LGA AO*	2.08	1.53	15	T,F,Sa
"	LGA SI	2.40	1.65	25	Frequently
"	LGA C*	1.83	1.30	30	.....
"	DCA C*	1.83	1.30	30	.....
"	LGA BO	1.85	1.32	20	Su,T,Th,F,Sa
"	IDL AF	1.85	1.32	20	Su,T,Th,F,Sa
"	BOS AF	1.82	1.30	20	Su,T,Th,F,Sa
"	LGA TW	1.85	1.32	20	M, W
"	EWR TC	1.70	1.20	.....	Frequently
Bastia, Corsica	IDL AF	1.29	.97	20	Six Weekly
"	BOS AF	1.26	.95	20	.....
Batavia, Java	LGA AO*	2.93	2.18	15	T,F,Sa
"	LGA SI	2.95	2.36	25	Frequently
"	IDL K	2.68	2.36	15	Dly except M
Bauru, Brazil	LGA P	1.67	.....	15	Dly
"	MIA P	1.46	.....	15	Dly
"	MSY P	1.60	.....	15	Dly
"	HOU P	1.79	.....	15	Dly
"	BRO P	1.71	.....	15	Dly
"	CRP P	1.74	.....	15	Dly
"	NLD P	1.73	.....	15	.....
"	LAX P	2.05	.....	15	Dly
Bayamo, Cuba	MIA P	.17	.13	15	Dly
Beirut, Lebanon	LGA AO*	1.73	1.30	15	Dly
"	LGA SI	2.25	1.50	25	Frequently
"	IDL AF	1.62	1.12	20	.....
"	BOS AF	1.59	1.10	20	.....
"	EWR TC	1.55	1.10	.....	Frequently
Belem, Brazil	LGA P	.94	.68	15	Dly
"	MIA P	.89	.61	15	Dly
"	MSY P	1.28	.81	15	Dly
"	HOU P	1.38	.85	15	Dly
"	BRO P	1.30	.81	15	Dly
"	CRP P	1.33	.83	15	Dly
"	NLD P	1.35	.....	15	.....
"	LAX P	1.56	.....	15	Dly
"	MIA SI	.88	.60	20	Frequently
"	LGA SI	.99	.68	20	Frequently
"	EWR TC	.88	.62	.....	Frequently
Belfast, N. Ireland	LGA AO*	1.16	.89	15	Dly
Belgrade, Yugoslavia	LGA AO*	1.54	1.18	15	T,F,Sa
"	IDL AF	1.54	1.16	20	.....
"	BOS AF	1.51	1.13	20	.....
Belize, Br. Hond.	MSY TA	.39	.29	.....	M,W,F
"	MEX TA	.39	.30	.....	T,Th,Sa
Bello-Horizonte, Brazil	LGA P	1.64	.....	15	Dly
"	MIA P	1.44	.....	15	Dly
"	MSY P	1.58	.....	15	Dly
"	HOU P	1.77	.....	15	Dly
"	BRO P	1.69	.....	15	Dly
"	CRP P	1.72	.....	15	Dly
"	NLD P	1.72	.....	15	.....
"	LAX P	1.99	.....	15	Dly
Bergen, Norway	LGA AO*	1.20	.94	15	T,F
"	IDL SA	1.28	.88	20	T,Sa
Berlin, Germany	LGA AO*	1.29	.92	15	Dly except Th
"	LGA TR	1.09	.85	12½	.....
"	HFD TR	1.09	.85	12½	.....
"	LGA C*	1.27	.90	30	.....
"	DCA C*	1.27	.90	30	.....
"	IDL BO	1.29	.92	20	Su,T,Th,F,Sa
"	IDL AF	1.29	.92	20	.....
"	BOS AF	1.26	.90	20	.....
"	EWR TC	1.24	.90	25	.....
Bermuda	LGA BO	.25	.15	10	Su,M,T Sa
"	EWR TC	.25	.15	.....	Frequently
Bigaa, Bulacan, Phil.	SFO PH	2.50	1.88	20	W,Sa
"	HJR PH	1.79	1.26	20	W,Sa
"	LAX W*	2.50	1.80	20	.....
"	PDX W*	2.50	1.80	20	.....
"	SEC W*	2.50	1.80	20	.....
Bilwaskarma, Nic.					

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Bluefields, Nicaragua	MSY TA	.55	.42	.....	M,W,F
"	MEX TA	.43	.33	.....	T,Th,Sa
Bocave, Bulacan, Phil.	SFO PH	2.50	1.88	20	W,Sa
"	HJR PH	1.79	1.26	20	W,Sa
"	LAX W*	2.50	1.80	20	.....
"	PDX W*	2.50	1.80	20	.....
"	SEC W*	2.50	1.80	20	.....
Bogota, Colombia	MIA P	.62	.42	15	Dly
"	MSY P	1.08	.....	15	Dly
"	HOU P	1.19	.....	15	Dly
"	BRO P	1.11	.....	15	Dly
"	NLD P	1.13	.....	.....	.....
"	CRP P	.14	.....	15	Dly
"	LAX P	1.38	.....	15	Dly
"	LGA C*	.75	.50	30	.....
"	DCA C*	.75	.50	30	.....
"	MIA SI	.61	.39	10	Frequently
"	LGA SI	.70	.48	10	Frequently
"	EWR TC	1.10	.84	.....	Frequently
Bologna, Italy	LGA AO*	1.44	1.09	15	T,F,Sa
Bombay, India	LGA AO*	2.38	1.78	15	Dly
"	LGA SI	2.45	1.85	25	Frequently
"	LGA TR	2.22	1.42	20	.....
"	HFD TR	2.22	1.42	20	.....
"	LGA C*	2.21	1.65	30	.....
"	DCA C*	2.21	1.65	30	.....
"	LGA BO	2.23	1.67	20	Th
"	LGA TW	2.23	1.67	20	Su,M,W,Th
"	IDL K*	2.23	1.67	20	Dly
"	EWR TC	2.00	1.40	25	.....
Bonaire, S.W.I.	MIA K	.44	.32	.....	Dly except Sa
Bonanza, Nicaragua	MSY TA	.56	.43	10	M,W,F
"	MEX TA	.44	.34	.....	T,Th,Sa
Bone, Algeria	LGA AO*	1.42	1.12	15	Dly
"	IDL AF	1.34	1.04	20	Dly
"	BOS AF	1.35	1.01	20	.....
Bordeaux, France	LGA AO*	1.21	.94	15	Dly
"	LGA BO	1.21	.88	20	Su,M,T,F,Sa
Bowen, Australia	LGA BO	3.24	2.43	20	Su,M,Th
Bratislava, Czecho	LGA AO*	1.40	1.08	15	T,F,Sa
Brazzaville, Fr. Eq. Af.	IDL AF	2.25	1.69	20	Wkly
"	BOS AF	2.22	1.67	20	.....
Bremen, Germany	LGA C*	1.27	.90	30	.....
"	DCA C*	1.27	.90	30	.....
Brno (Brun), Czecho	LGA AO*	1.37	1.05	15	T,F,Sa
Brussels, Belgium	LGA P	1.12	.82	15	Dly
"	BOS P	1.09	.80	15	Dly
"	LGA AO*	1.17	.87	15	T,F,Sa
"	LGA SI	1.13	.73	25	Frequently
"	LGA S	1.12	.82	.....	Th
"	LGA TR	.80	.65	12½	.....
"	HFD TR	.80	.65	12½	.....
"	IDL SW	.92	.73	20	.....
"	LGA C*	1.10	.82	30	.....
"	DCA C*	1.10	.82	30	.....
"	LGA BO	1.12	.82	20	Su,T,Th,F,Sa
"	IDL SS	1.48	1.01	20	M,W,F
"	IDL AF	1.12	.82	20	Dly
"	BOS AF	1.09	.80	20	Dly
"	IDL K	1.15	.83	15	Dly
Bucaramanga, Colombia	LGA TC	.75	.65	25	.....
"	MIA P	.60	.41	15	Sa,W,F
"	MSY P	1.12	.....	15	Su,M,Th,F
"	HOU P	1.28	.....	15	Su,M,Th,F
"	BRO P	1.20	.....	15	Su,M,Th,F
"	CRP P	1.23	.....	15	Su,M,Th,F
"	NLD P	1.23	.....	15	.....
"	LAX P	1.48	.....	15	Su,M,Th,Sa
Bucharest, Rumania	LGA AO*	1.60	1.25	15	T,F,Sa
"	IDL AF	1.60	1.20	20	.....
"	BOS AF	1.57	1.18	20	.....
Budapest, Hungary	LGA AO*	1.45	1.11	15	T,F,Sa
"	IDL AF	1.45	1.09	20	.....
"	BOS AF	1.42	1.07	20	.....
"	IDL KT	1.45	1.09	20	T
Buenaventura, Col.	MIA P	.68	.46	15	T,Th
"	MYS P	1.19	.....	15	F
"	HOU P	1.28	.....	15	F
"	BRO P	1.20	.....	15	F
"	CRP P	1.23	.....	15	F
"	NLD P	1.26	.....	15	.....
"	LAX P	1.52	.....	15	Th
Buenos Aires, Argentina	LGA P	1.64	.94	15	Twice Dly
"	MIA P	1.56	.90	15	Twice Dly
"	MSY P	1.54	1.16	15	Dly
"	HOU P	1.58	1.19	15	Dly
"	BRO P	1.54	1.16	15	Dly
"	CRP P	1.56	1.17	15	Dly
"	NLD P	1.55	.....	15	.....
"	LAX P	1.79	1.34	15	Dly
"	LGA SI	1.54	.93	20	Frequently
"	MIA SI	1.45	.89	20	Frequently
"	EWR TC	1.70	1.30	.....	Frequently
Bulacan, Bulacan, Phil.	SFO PH	2.50	1.88	20	W,Sa
"	HJR PH	1.79	1.26	20	W,Sa
"	LAX W*	2.50	1.80	20	.....
"	PDX W*	2.50	1.80	20	.....
"	SEC W*	2.50	1.80	20	.....
Bulawayo, S. Rhodesia	IDL S	2.66	2.01	.....	Th
Bustos, Bulacan, Phil.	SFO PH	2.50	1.88	20	W,Sa
"	HJR PH	1.79	1.26	20	W,Sa
"	LAX W*	2.50	1.80	20	.....
"	PDX W*	2.50	1.80	20	.....
"	SEC W*	2.50	1.88	20	.....
Cagayan, Philippines	SFO PH	2.60	1.98	20	W,Sa
"	HJR PH	1.89	1.36	20	W,Sa
"	LAX W*	2.60	1.90	20	.....
"	PDX W*	2.60	1.90	20	.....
"	SEC W*	2.60	1.90	20	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Caibarien, Cuba	MIA P	.15	.11	15	Dly
Cainta, Rizal, Phil.	SFO PH	2 50	1 88	20	W,Sa
"	HJR PH	1 79	1 26	20	W,Sa
"	LAX W*	2 50	1 80	20	
"	LGA AO*	1 81	1 34	15	T,F,Sa
Cairo, Egypt	LGA SI	1 83	1 35	25	Frequently
"	IDL S	1 62	1 12		Th
"	LGA TR	1 42	1 30	.15	
"	HFD TR	1 42	1 30	.15	
"	IDL SW	1 46	1 16	20	
"	LGA C*	1 60	1 10	30	
"	DCA C*	1 60	1 10	30	
"	LGA BO	1 62	1 12	20	Dly except W
"	IDL AF	1 62	1 12	20	Twice Weekly
"	BOS AF	1 59	1 10	20	
"	IDL K	1 62	1 12	15	Dly
"	LGA TW	1 62	1 12	20	Dly
"	DCA TW	1 64	1 15	20	M,Sa
"	BOS TW	1 59	1 10	20	F
"	PHL TW	1 63	1 14	20	M,Sa
"	CHI TW	1 68	1 19	20	Sa
"	YIP TW	1 66	1 17	20	Sa
"	IDL SA	1 62	1 12		Su
"	EWR TC	1 37	1 00		Frequently
Calapan, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
"	EWR TC	1 37	1 00	25	
Calcutta, India	LGA P	2 31	1 98	15	T
"	BOS P	2 28	1 95	15	T
"	PDX P	3 25	2 44	15	
"	SEC P	3 25	2 44	15	
"	SFO P	3 25	2 44	15	T,F
"	LAX P	3 25	2 44	15	T,F
"	IDL K	2 31	1 98	15	Dly
"	LGA BO	2 31	1 98	20	Dly except W
"	LGA C*	2 29	1 71	30	
"	DCA C*	2 29	1 71	30	
"	IDL AF	2 31	1 98	20	Twice Wkly
"	BOS AF	2 28	1 95	15	Twice Wkly
"	LGA AO*	2 62	1 95	15	T,F,Sa
"	LGA SI	2 45	1 95	25	Frequently
"	LGA TR	2 20	1 78	25	
"	LAX W*	3 27	2 35	20	
"	PDX W*	3 27	2 35	20	
"	SEC W*	3 27	2 35	20	
"	EWR TC	2 10	1 80	25	
Calgary, Alb., Canada	LGA T ▲	8 50	31		Dly
Cali, Colombia	MIA P	.61	.46	.15	Dly
"	MSY P	.69	.54	.15	Dly
"	HOU P	.72	.56	.15	Dly
"	BRO P	.72	.56	.15	Dly
"	CRP P	.72	.56	.15	Dly
"	NLD P	.99		.15	
"	LAX P	1 05	.80	.15	Dly
"	LGA SI	.69	.55	.10	Frequently
"	MIA SI	.61	.46	.10	Frequently
"	EWR TC	1 16	1 05		Frequently
Camaguey, Cuba	MIA P	.12	.09	.15	Dly
Campeche, Mexico	MIA P	.39		.15	Dly
"	MSY P	.35		.15	Dly
"	HOU P	.57		.15	Dly
"	BRO P	.49		.15	Dly
"	CRP P	.52		.15	Dly
"	NLD P	1 63		.15	
"	LAX P	.89		.15	Dly
Campo Grande, Brazil	LGA P	1 75		.15	T,F,Sa
"	MIA P	1 48		.15	Su,W,Sa
"	MSY P	1 61		.15	Sa
"	HOU P	1 68		.15	M,Th,F
"	BRO P	1 60		.15	M,Th,F
"	CRP P	1 63		.15	M,Th,F
"	NLD P	1 63		.15	
"	LAX P	2 15		.15	Su,W,Th
Cannavieras, Brazil	LGA P	1 62		.15	Th,Sa
"	MIA P	1 33		.15	Sa
"	MSY P	1 56		.15	Th
"	HOU P	1 77		.15	Th
"	BRO P	1 69		.15	Th
"	CRP P	1 72		.15	Th
"	NLD P	1 72		.15	
"	LAX P	1 99		.15	Sa
Cannes, France	LGA AO*	1 27	.99	.15	Dly
"	IDL AF	1 23	.89	20	Dly
"	BOS AF	1 20	.87	20	Dly
Canton Island	LAX P	1 36	1 02	.15	Su,W,F
"	SFO P	1 36	1 02	.15	Su,W,F
"	PDX P	1 36	1 02	.15	
"	SEC P	1 36	1 02	.15	
"	CHI NW*	2 66	1 92	.15	Four Wkly
"	CLE NW*	2 69	1 96	.15	Four Wkly
"	YIP NW*	2 68	1 96	.15	Four Wkly
"	LAX NW*	2 50	1 80	.15	Four Wkly
"	MKE NW*	2 66	1 92	.15	Four Wkly
"	MPS NW*	2 64	1 91	.15	Four Wkly
"	LGA NW*	2 73	1 97	.15	Four Wkly
"	PDX NW*	2 50	1 80	.15	Four Wkly
"	PIT NW*	2 70	1 97	.15	Four Wkly
"	SFO NW*	2 50	1 80	.15	Four Wkly
"	SEC NW*	2 50	1 80	.15	Four Wkly
"	DCA NW*	2 71	1 80	.15	Four Wkly
Capetown, U. of S. Af.	LGA AO*	3 24	2 42	.15	T,F,Sa
Capiz, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Caracas, Venezuela (*See La Guaira*)	LGA P	1 64		.15	Su,T,W,F,Sa
Caravellas, Brazil	MIA P	1 36		.15	Su,T,W,F,Sa
"	MSY P	1 59		.15	Su,M,W,Th,F
"	HOU P	1 81		.15	Su,T,Th
"	BRO P	1 73		.15	Su,M,W,Th,F
"	CRP P	1 76		.15	Su,T,Th
"	NLD P	1 79		.15	
"	LAX P	2 03		.15	Su,T,W,Th,Sa
Cartagena, Colombia	MIA P	.47	.32	.15	Dly
"	MSY P	.95		.15	Dly
"	HOU P	1 13		.15	Dly
"	BRO P	1 05		.15	Dly
"	CRP P	1 08		.15	Dly
"	NLD P	1 07		.15	
"	LAX P	1 32		.15	Dly
"	LGA C*	.55	.40	.30	
"	DCA C*	.55	.40	.30	
"	EWR TC	.45	.35		Frequently
Cartago, Colombia	MIA P	.64	.43	.15	Dly
"	MSY P	1 03		.15	Dly
"	HOU P	1 14		.15	Dly
"	BRO P	1 06		.15	Dly
"	CRP P	1 09		.15	Dly
"	NLD P	1 07		.15	
"	LAX P	1 33		.15	Dly
Casablanca, Fr. Morocco	BOS AF	1 52	1 14	20	
	LGA AO*	1 68	1 33	.15	T,F,Sa
Castel Benito, Libya	IDL AF	1 55	1 16	20	Dly
Catacamas, Honduras	LGA AO*	1 52	1 14	.15	Dly
Catania, Italy					
Cayenne, Fr. Guiana	LGA P	.83	.62	.15	T,F,Sa
"	MIA P	.78	.55	.15	Dly
"	MSY P	1 18	.76	.15	Dly
"	HOU P	1 28	.81	.15	Dly
"	BRO P	1 20	.77	.15	Dly
"	CRP P	1 23	.79	.15	Dly
"	NLD P	1 26		.15	
"	LAX P	1 51		.15	Dly
Cayo Mambi, Cuba	MIA P	.22	.16	.15	Dly
Cebu, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Chetumal, Mexico	MIA P	.45		.15	M,W,F
"	MSY P	.63		.15	M,W,F
"	HOU P	.63		.15	Su,T,Th
"	BRO P	.55		.15	Su,T,Th
"	CRP P	.58		.15	Su,T,Th
"	LAX P	.93		.15	M,W,Sa
Chiclayo, Peru	MIA P	.90	.67	.15	Dly
"	MSY P	.98	.75	.15	Dly
"	HOU P	1 01	.77	.15	Dly
"	BRO P	1 01	.77	.15	Dly
"	CRP P	1 01	.77	.15	Dly
"	NLD P	611		.15	
"	LAX P	1 34	1 01	.15	Dly
Christiansands, Norway	LGA AO*	1 32	1 00	.15	T,F,Sa
	IDL K	1 19	.83	.15	Dly
Chungking, China	CHI NW*	2 91	2 17	.15	Four Wkly
"	CLE NW*	2 94	2 21	.15	Four Wkly
"	YIP NW*	2 93	2 21	.15	Four Wkly
"	LAX NW*	2 75	2 05	.15	Four Wkly
"	MKE NW*	2 91	2 17	.15	Four Wkly
"	MPS NW*	2 89	2 16	.15	Four Wkly
"	LGA NW*	2 98	2 22	.15	Four Wkly
"	SFO NW*	2 75	2 05	.15	Four Wkly
"	PIT NW*	2 95	2 22	.15	Four Wkly
"	PDX NW*	2 75	2 05	.15	Four Wkly
"	SEC NW*	2 75	2 05	.15	Four Wkly
"	DCA NW*	2 96	2 22	.15	Four Wkly
Cienaga, Colombia	MIA P	.47	.32	.15	Dly
"	MSY P	.95		.15	Dly
"	HOU P	1 13		.15	Dly
"	BRO P	1 05		.15	Dly
"	CRP P	1 08		.15	Dly
"	NLD P	1 07		.15	
"	LAX P	1 32		.15	Dly
Cienfuegos, Cuba	MIA P	.13	.10	.15	Dly
C. del Carmen, Mexico	MIA P	.43		.15	Dly
"	MSY P	.41		.15	Dly
"	HOU P	.52		.15	Dly
"	BRO P	.44		.15	Dly
"	CRP P	.47		.15	Dly
"	LAX P	.85		.15	Dly
Ciudad Trujillo, D. R.	MIA P	.44	.39	.15	Dly
"	MIA P	.17	.15	.15	Dly
"	MIA K	.31	.23	.15	T,F
"	EWR TC	.45	.35		Frequently
Ciudad Victoria, Mexico	HOU P	.28		.10	Dly
"	BRO P	.20		.10	Dly
"	CRP P	.23		.10	Dly
"	DAL B	.30		.10	Dly
"	FTW B	.30		.10	Dly
"	SAT B	.23		.10	Dly
"	LRD B	.16		.10	Dly
Cochabamba, Bolivia	MIA P	1 19	.89	.15	M,W,Sa
"	MSY P	1 33	1 01	.15	Su,T,F
"	HOU P	1 41	1 05	.15	Su,T,F
"	BRO P	1 36	1 02	.15	Su,T,F
"	CRP P	1 38	1 04	.15	Su,T,F
"	NLD P	1 36		.15	
"	LAX P	1 51	1 13	.15	M,Th,Sa
Colombia. Any Destination other than those named herein	MIA P	.72	.49	.15	Dly
"	MSY P	1 18		.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Colombia (cont'd)	HOU P	1 28		.15	Dly
"	BRO P	1 20		.15	Dly
"	CRP P	1 23		.15	Dly
"	NLD P	1 22		.15	
"	LAX P	1 49		.15	Dly
Colombo, Ceylon	LGA AO*	2 39	1 79	15	Dly
"	LGA BO	2 39	1 79	.20	Th
Concepcion, Bolivia	MIA P	1 27	.95	.15	Sa
"	MSY P	1 41	1 06	.15	F
"	HOU P	1 45	1 09	.15	F
"	BRO P	1 41	1 06	.15	F
"	CRP P	1 43	1 07	.15	F
"	NLD P	1 48		.15	
"	LAX P	1 55	1 16	.15	F
Copenhagen, Denmark	LGA AO	1 23	.86	.15	Su,T
"	LGA SI	1 40	.90	.25	Frequently
"	IDL S	1 23	.86		Th
"	LGA TR	1 00	.75	.12½	
"	HFD TR	1 00	.75	.12½	
"	LGA C*	1 20	.86	.30	
"	DCA C*	1 20	.86	.30	
"	LGA BO	1 23	.86	.20	Dly except W
"	IDL SS	1 23	.86	.20	Su,M,W,Sa
"	IDL AF	1 23	.86	.20	Dly
"	BOS AF	1 20	.83	.20	Dly
"	IDL K	1 23	.86	.15	Dly
"	EWR TC	.90	.75	.25	
Cordoba, Argentina	MIA P	1 37	.89	.15	Dly
"	MSY P	1 48	1 11	.15	Dly
"	HOU P	1 52	1 14	.15	Dly
"	BRO P	1 49	1 12	.15	Dly
"	CRP P	1 50	1 13	.15	Dly
"	NLD P	1 58		.15	
"	LAX P	1 65	1 24	.15	Dly
Cordova, Alaska	SEC P	.60	.22	.15	Dly
Coro, Venezuela	LGA C*	.68	.50	.30	
"	DCA C*	.68	.50	.30	
"	LGA P	.70	.57	.15	Dly
"	MIA P	.48	.35	.15	Dly
"	MSY P	.84	.58	.15	Dly
"	HOU P	.93	.63	.15	Dly
"	BRO P	.85	.59	.15	Dly
"	CRP P	.88	.60	.15	Dly
"	NLD P	1 06		.15	
"	LAX P	1 30		.15	Dly
Corumba, Brazil	MIA P	1 36		.15	Su,W
"	MSY P	1 48		.15	M,F
"	HOU P	1 58		.15	M,F
"	BRO P	1 50		.15	M,F
"	CRP P	1 53		.15	M,F
"	NLD P	1 51		.15	
"	LAX P	1 69		.15	Su,Th
Costermansville, Belgian Congo	IDL S	2 50	1 65		Th
Cotabato, Philippines	SFO PH	2 60	1 98	.20	W,Sa
"	HJR PH	1 89	1 36	.20	W,Sa
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
Cristobal, Canal Zone	MIA P	.41	.31	.15	Dly
"	MSY P	.49	.39	.15	Dly
"	HOU P	.52	.41	.15	Dly
"	BRO P	.52	.41	.15	Dly
"	CRP P	.52	.41	.15	Dly
"	NLD P	.68	.49	.15	
"	LAX P	.85	.65	.15	Dly
Cucuta, Colombia	MIA P	.60	.41	.15	Dly
"	MSY P	1 12		.15	Dly
"	HOU P	1 28		.15	Dly
"	BRO P	1 20		.15	Dly
"	CRP P	1 23		.15	Dly
"	NLD P	1 24		.15	
"	LAX P	1 49		.15	Dly
Cuenca, Ecuador	MIA P	.78	.58	.15	Su,M,W,F
"	MSY P	.86	.66	.15	Su,T,Th,Sa
"	HOU P	.89	.68	.15	Su,T,Th,Sa
"	BRO P	.89	.68	.15	Su,T,Th,Sa
"	CRP P	.89	.68	.15	Su,T,Th,Sa
"	NLD P	1 12		.15	
"	LAX P	1 22	.92	.15	M,W,F,Sa
Curacao, N.W.I.	LGA P	.59	.50	.15	Dly
"	MIA P	.42	.31	.15	Dly
"	MSY P	.93		.15	Dly
"	HOU P	1 02	.68	.15	Dly
"	BRO P	.94	.64	.15	Dly
"	CRP P	.97	.65	.15	Dly
"	NLD P	1 10		.79	
"	LAX P	1 33		.15	Dly
"	MIA K	.42	.31	.15	Dly
"	EWR TC	.63	.50		Frequently
Curityba, Brazil	LGA P	1 68		.15	Su,T,W
"	MIA P	1 46		.15	Su,T,W
"	MSY P	1 60		.15	Dly except T
"	HOU P	1 83		.15	Dly except T
"	BRO P	1 75		.15	Dly
"	CRP P	1 78		.15	Dly
"	NLD P	1 79		.15	
"	LAX P	2 06		.15	Dly except T
Daet, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Dakar, Senegal, F.W. Afr.	LGA P	1 68	1 21	15	M,Th
"	BOS P	1 65	1 19	15	M,Th
"	LGA AO*	2 18	1 63	15	Dly
"	IDL AF	1 68	1 21	20	Thrice Weekly
"	BOS AF	1 65	1 19	20	
Damascus, Syria	LGA P	1 92	1 12	15	T,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Damascus (cont'd)	BOS P	1.59	1.10	.15	T,Sa
"	LGA AO*	1.73	1.30	.30	Dly
"	IDL SW	1.43	1.10	.20	
"	IDL AF	1.62	1.12	.20	
"	BOS AF	1.59	1.10	.20	
"	LGA BO	1.62	1.12	.20	
"	EWR TC	1.50	1.10	....	Frequently
Dansalan, Philippines	SFO PH	2.60	1.98	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Dar-es-Salaam, Tanganyika	LGA AO*	2.39	1.79	.15	Dly
"	LGA BO	2.37	1.77	.20	Su,T
"	IDL AF	3.19	2.39	.20	Su,T,F
"	BOS AF	3.16	2.37	.20	
Darwin, Australia	LGA BO	3.03	2.38	.20	M,Th,F,Sa
Davao, Philippines	SFO PH	2.60	1.98	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
David, Panama	MIA P	.45	.33	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly
"	BRO P	.50	.39	.15	Dly
"	CRP P	.50	.39	.15	Dly
"	NLD P	.61	.44	.15	
"	LAX P	.77	.59	.15	Dly
Deauville, France	IDL S	1.22	.88	....	Th
Del Monte, Philippines	SFO PH	2.60	1.98	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Delhi, India	LGA AO*	2.39	1.79	.15	Dly
"	LGA C*	2.18	1.81	.30	
"	DCA C*	2.18	1.81	.30	
"	LGA BO	2.20	1.83	.20	Su,M,T,F
"	LGA P	2.20	1.83	.15	
"	BOS P	2.17	1.80	.15	
"	LAX P	3.45	2.59	.15	
"	SFO P	3.45	2.59	.15	
"	PDX P	3.45	2.59	.15	
"	SEC P	3.45	2.59	.15	
"	IDL K	2.20	1.83	.15	Th
Dhahran, Saudi Arabia	LGA SI	3.40	1.65	.25	Frequently
"	LGA TR	2.22	1.42	.15	
"	HFD TR	2.22	1.42	.15	
"	LGA C*	1.89	1.41	.30	
"	DCA C*	1.89	1.41	.30	
"	LGA AO*	2.06	1.55	.35	Dly
"	DCA AO*	2.08	1.58	.35	F
"	LGA TW	1.91	1.43	.20	Su,M,W,Th
"	LAX W*	3.80	2.78	....	
"	PDX W*	3.80	2.78	....	
"	SEC W*	3.80	2.78	....	
Dipolog, Philippines	SFO PH	2.60	1.98	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Douala, Fr. W. Africa	IDL AF	2.52	1.89	.20	Weekly
"	BOS AF	2.49	1.87	.20	
Dublin, Eire	LGA AO*	.96	.72	.15	Dly
"	LGA TR	.73	.63	.10	
"	HFD TR	.73	.63	.10	
"	IDL AF	1.28	.96	.20	
"	BOS AF	1.25	.93	.20	
"	IDL K	1.34	1.00	.15	T,Sa
Dumaguete, Philippines	SFO PH	2.60	1.98	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
East London U. of So. Africa					
Edmonton, Alberta, Can.	LGA T	8.50	.31	....	Dly
Eindhoven, Netherlands	LGA AO*	1.17	.86	.15	T,F,Sa
"	IDL K	1.19	.87	.15	Dly
El Adem, Libya	LGA AO*	1.72	1.28	.15	Dly
"	LGA BO	1.52	1.14	.20	Dly except W
Elizabethville, Belgian Congo	LGA AO*	2.48	1.86	.15	Dly
"	IDL S	2.29	1.50	....	Th
Enschede, Netherlands	LGA AO*	1.17	.86	.15	T,F,Sa
Esmeraldas, Ecuador	MIA P	.78	.58	.10	Su,Th
"	MSY P	.86	.66	.15	W,Sa
"	HOU P	.89	.68	.15	W,Sa
"	BRO P	.89	.68	.15	W,Sa
"	CRP P	.89	.68	.15	W,Sa
"	NLD P	1.12	....	....	
"	LAX P	1.22	.92	.15	T,F
Fairbanks, Alaska	SEC P	.40	.15	.15	Dly
Florianopolis, Brasil	LGA P	1.70	....	.15	Su,W
"	MIA P	1.48	....	.15	W,F
"	MSY P	1.64	....	.15	M,W
"	HOU P	1.87	....	.15	M,W
"	BRO P	1.79	....	.15	M,W
"	CRP P	1.83	....	.15	M,W
"	NLD P	1.81	....	....	
"	LAX P	3.08	....	.15	Su,Th
Fort de France, Mart'que	IDL AF	3.05	2.29	.20	
Ft. Trinquet, Fr. W. Af.	BOS AF	3.02	2.27	.20	
Fort William, Ont., Can.	LGA T	4.30	....	....	Dly
Fortaleza (Ceara) Brasil	LGA P	1.39	....	.15	Dly
"	MIA P	1.23	....	.15	Dly
"	MSY P	1.44	....	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Fortaleza (cont'd)	HOU P	1.59	....	.15	Dly
"	BRO P	1.51	....	.15	Dly
"	CRP P	1.54	....	.15	Dly
"	NLD P	1.82	....	.15	
"	LAX P	1.72	....	.15	Dly
Frankfort-am-Main, Germany	LGA P	1.20	.87	.15	Dly
"	BOS P	1.17	.85	.15	Dly
"	LGA AO	1.20	.87	.15	Dly
"	LGA SI	1.35	.80	.25	Frequently
"	LGA TR	.92	.77	12½	
"	HFD TR	.92	.77	12½	
"	IDL SW	.97	.78	.20	
"	LGA C*	1.18	.87	.30	
"	DCA C*	1.18	.87	.30	
"	LGA BO	1.20	.87	.20	Dly except W
"	IDL SS	1.46	1.00	.20	M,W,F
"	IDL K	1.20	.87	.15	Su,T,Th
"	EWR TC	.90	.75	.25	
Galena, Alaska	SEC P	.57	.32	.15	Dly
Gander, N. F.	LGA P	.38	.29	.15	Dly
"	BOS P	.35	.26	.15	Dly
"	LGA AO	.38	.28	.15	Dly
"	IDL SA	.38	.29	....	Su
"	LGA SI	.35	.25	.25	Frequently
"	IDL SS	.38	.29	.15	Dly
"	IDL AF	.38	.28	.20	Six Weekly
"	BOS AF	.35	.26	.20	
"	IDL K	.38	.29	.15	Dly except M
"	IDL K	.38	.29	.15	Dly
"	LGA TW	.38	.29	.10	Dly
"	DCA TW	.40	.31	.10	M,Sa
"	PHL TW	.39	.30	.10	M,Sa
"	BOS TW	.35	.26	.10	M,F
"	YIP TW	.42	.33	.10	Th,Sa
"	CHI TW	.44	.35	.10	Th,Sa
"	BOS T	4.41	.1465	....	Dly
"	LGA BO	.38	.29	.20	Dly except W
Gao, Fr. W. Africa	IDL AF	2.18	1.64	.20	Th
"	BOS AF	2.15	1.62	.20	
Geneva, Switzerland	LGA AO*	1.33	1.01	.15	T,F,Sa
"	LGA SI	1.35	.80	.25	Frequently
"	IDL S	1.19	.88	....	Th
"	IDL SA	1.19	.88	....	Su
"	LGA TR	.92	.77	12½	
"	HFD TR	.92	.77	12½	
"	IDL SW	.99	.79	.20	
"	LGA BO	1.19	.88	.20	Dly except W
"	LGA C*	1.17	.88	.30	
"	DCA C*	1.17	.88	.30	
"	IDL SS	1.54	1.05	.20	M,W,F
"	IDL AF	1.19	.88	.20	Dly
"	BOS AF	1.16	.86	.20	Dly
"	IDL K	1.19	.88	.15	M,W,Th,Sa
"	LGA TW	1.19	.88	.20	Dly
"	DCA TW	1.21	.91	.20	M,Sa
"	BOS TW	1.16	.86	.20	F
"	PHL TW	1.20	.90	.20	M,Sa
"	YIP TW	1.23	.93	.20	Sa
"	CHI TW	1.25	.95	.20	Sa
"	EWR TC	.90	.70	.25	
Georgetown, Br. Guiana	LGA P	.69	.55	.15	Dly
"	MIA P	.66	.47	.15	Dly
"	MSY P	1.08	.71	.15	Dly
"	HOU P	1.17	.76	.15	Dly
"	BRO P	1.09	.72	.15	Dly
"	NLD P	1.24	....	.15	
"	CRP P	1.13	.74	.15	Dly
"	LAX P	1.46	....	.15	Dly
"	MIA K	.66	.47	.15	
"	MIA SI	.65	.46	.10	Frequently
"	LGA SI	.74	.55	.10	Frequently
Gibraltar, Gibraltar	LGA AO*	1.46	1.15	.15	Dly
Glasgow, Scotland	LGA AO	.96	.72	.15	T,F
"	LGA SI	1.10	.70	.25	Frequently
"	LGA TR	.78	.68	....	
"	HFD TR	.78	.68	.10	
"	LGA C*	.96	.96	.30	
"	DCA C*	.96	.72	.30	
"	LGA BO	.96	.72	.20	M,Th,Sa
"	IDL SS	.98	.72	.20	Dly
"	IDL AF	1.31	.98	.20	
"	BOS AF	1.28	.96	.20	
"	IDL K	.96	.72	.15	Dly except M
"	EWR TC	.90	.70	....	Frequently
Gothenburg, Sweden	LGA AO*	1.28	.91	.15	Su,T
"	LGA BO	1.22	.88	.20	M,Th,Sa
"	IDL SS	1.28	.89	.20	M,W,F
"	IDL K	1.23	.86	.15	M,W,F
Groningen, Netherlands	LGA AO*	1.17	.86	.15	T,F,Sa
Guadalajara, Mexico	HOU P	.45	....	.15	Dly
"	BRO P	.37	....	.15	Dly
"	CRP P	.40	....	.15	Dly
"	LAX P	....	.30	.15	Dly
Guam	LAX P	2.60	1.50	.15	Dly
"	SFO P	2.60	1.50	.15	Dly
"	PDX P	2.60	1.50	.15	
"	SEC P	2.60	1.50	.15	
Guantanamo, Cuba	MIA P	.20	.15	.15	Twice Dly
Guatemala City, Gua.	MIA P	.39	.29	.15	Dly
"	MSY P	.36	.26	.15	Twice Dly
"	HOU P	.45	.33	.15	Dly
"	BRO P	.37	.28	.15	Twice Dly
"	CRP P	.41	.30	.15	Twice Dly
"	NLD P	.41	.30	.15	
"	LAX P	.53	.42	.15	Dly
"	MSY TA	.39	.29	....	M,W,F
"	MEX TA	.23	.17	....	T,Th,Sa
Guayaquil, Ecuador	MIA P	.76	.57	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Guayaquil (cont'd)	MSY P	.84	.65	.15	Dly
"	HOU P	.87	.67	.15	Dly
"	BRO P	.87	.67	.15	Dly
"	CRP P	.87	.67	.15	Dly
"	NLD P	1.10	....	.15	
"	LAX P	1.20	.91	.15	Dly
"	BRO B	.88	.68	.20	M,W,F
"	CHI B	.90	.70	.20	
"	CRP B	.87	.67	.20	
"	DAL B	.88	.68	.20	
"	YIP B	.88	.69	.20	
"	FTW B	.88	.68	.20	
"	HOU B	.87	.67	.20	
"	IND B	.87	.68	.20	
"	LRD B	.88	.68	.20	
"	MSY B	.84	.65	.15	
"	SAT B	.87	.67	.20	
"	HAV B	.71	.53	.10	
"	MIA SI	.75	.55	.10	Frequently
"	LGA SI	.84	.64	.10	Frequently
Guernsey, Channel Is., U.K.	LGA AO*	1.12	.85	.15	Dly
Guiuan, Philippines	SFO PH	2.60	1.98	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Hagonoy, Philippines	SFO PH	2.50	1.88	.20	W,Sa
"	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	
"	PDX W*	2.50	1.80	.20	
"	SEC W*	2.50	1.80	.20	
Haifa, Israel	IDL AF	1.59	1.10	.20	Twice Wkly
"	EWR TC	1.75	1.25	....	Frequent y
Halifax, N. S.	BOS T	2.64	....	....	Dly
Hamburg, Germany	LGA AO*	1.25	.94	.15	T,F,Sa
"	LGA SI	1.35	.95	.25	Frequently
"	EWR TC	1.10	.80	....	Frequently
"	IDL S	1.23	.89	....	Th
"	LGA TR	.94	.84	12½	
"	HFD TR	.94	.84	12½	
"	LGA C*	1.21	.89	.30	
"	DCA C*	1.21	.89	.30	
"	LGA BO	1.23	.89	.20	Sa,T,Th,F,Sa
"	IDL SS	1.32	.92	.20	M,W,F
"	IDL K	1.23	.89	.15	M,W,F
Hamilton, Bermuda	LGA P	.25	.19	.15	Dly
Hankow, China	CHI NW*	2.90	2.06	.15	Four Wkly
"	CLE NW*	2.83	2.10	.15	Four Wkly
"	YIP NW*	2.82	2.10	.15	Four Wkly
"	LAX NW*	2.64	1.94	.15	Four Wkly
"	MKE NW*	2.80	2.06	.15	Four Wkly
"	MPS NW*	2.78	2.05	.15	Four Wkly
"	LGA NW*	2.87	2.11	.15	Four Wkly
"	SFO NW*	2.64	1.94	.15	Four Wkly
"	PIT NW*	2.84	2.11	.15	Four Wkly
"	PDX NW*	2.64	1.94	.15	Four Wkly
"	SEC NW*	2.64	1.94	.15	Four Wkly
"	DCA NW*	2.85	2.11	.15	Four Wkly
Hargeisa, Br. Somaliland	LGA AO*	2.23	1.67	.15	Dly
"	LGA BO	2.17	1.63	.30	
Haugesund, Norway	LGA AO*	1.18	.92	.15	T,F
"	IDL SS	1.30	.89	.20	T,Sa
Havana, Cuba	MIA P	.08	.06	.15	Several Dly
"	IDL PI	.19	.17	.10	T,W,F,Sa
"	DCA PI	.18	.15	.10	T,W,F,Sa
"	MIA SI	—	Min 6000 lb.		@ .05 per lb.
"	CHI CS	.20	.18	.15	Dly
"	YIP CS	.20	.18	.15	Dly
"	HOU CS	.18	.16	.15	Dly
"	MSY CS	.15	.13	.15	Dly
"	STL CS	.19	.17	.15	Dly
"	IND CS	.19	.17	.15	Dly
"	BUF CS	.21	.18	.15	Dly
"	ELD CS	.19	.17	.15	Dly
"	EVV CS	.18	.16	.15	Dly
"	FWA CS	.20	.18	.15	Dly
"	GRW CS	.17	.15	.15	Dly
"	HOT CS	.22	.20	.15	Dly
"	JAN CS	.17	.15	.15	Dly
"	LIT CS	.20	.18	.15	Dly
"	MEM CS	.17	.15	.15	Dly
"	PUK CS	.18	.16	.15	Dly
"	PIA CS	.20	.18	.15	Dly
"	SHV CS	.19	.17	.15	Dly
"	HUF CS	.20	.18	.15	Dly
"	TOL CS	.20	.18	.15	Dly
"	MKC CS	.21	.19	.15	Dly
"	SGF CS	.20	.18	.15	Dly
"	MIA K	.08	.06	.15	T,F
"	MIA EA	.08	.06	.15	Dly
"	LGA EA	14½	14½	.15	Dly
"	MIA N	.08	.06	.10	Dly
"	TPA N	.09	07½	.10	Dly
"	DCA N	.18	.16	.10	Dly
"	EWR N	.19	17½	.10	Dly
"	BRO B	.21	.19	.10	M,W,F
"	CHI B	.26	.24	.10	M,W,F
"	CRP B	.20	.18	.10	M,W,F
"	DAL B	.20	.18	.10	M,W,F
"	FTW B	.21	.19	.10	M,W,F
"	HOU B	.18	.16	.10	M,W,F
"	LRD B	.22	.20	.10	M,W,F
"	SAT B	.20	.18	.10	M,W,F
"	EWR TC	.18	.15	....	
Helsinki, Finland	LGA AO	1.42	.97	.15	Su,T,Th
"	IDL SS	1.41	.97	.20	Dly
Hermosillo, Mexico	LAX P	.24	....	.15	Dly
Holguin, Cuba	MIA P	.15	.11	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Homer, Alaska	SEC P	.60	.23	15	
Honda, Colombia	MIA P	.64	.43	15	Dly
"	MSY P	1 13	....	15	Dly
"	HOU P	1 25	....	15	Dly
"	BRO P	1 17	....	15	Dly
"	CRP P	1 20	....	15	Dly
"	NLD P	1 20	....	15	
"	LAX P	1 46	....	15	Dly
Hong Kong, Br. Crn. Col.	LGA P	2 59	2 32	15	
"	BOS P	2 56	2 29	15	
"	PDX P	2 50	1 88	15	
"	SEC P	2 50	1 88	15	
"	LAX P	2 50	1 88	15	Su,M,W,Sa
"	SFO P	2 50	1 88	15	Su,M,W,Sa
"	LGA SI	2 72	2 32	25	Frequently
"	SFO PH	2 50	1 88	20	W,Sa
"	HJR PH	2 00	1 33	20	W,Sa
"	LGA BO	2 59	2 32	20	
"	IDL AF	2 59	2 32	20	
"	BOS AF	2 56	2 29	20	
"	CHI NW*	2 66	1 92	15	Four Wkly
"	CLE NW*	2 69	1 96	15	Four Wkly
"	YIP NW*	2 68	1 96	15	Four Wkly
"	LAX NW*	2 50	1 80	15	Four Wkly
"	MKE NW*	2 66	1 92	15	Four Wkly
"	MPS NW*	2 64	1 91	15	Four Wkly
"	LGA NW*	2 73	1 97	15	Four Wkly
"	PIT NW*	2 70	1 97	15	Four Wkly
"	PDX NW*	2 50	1 80	15	Four Wkly
"	SFO NW*	2 50	1 80	15	Four Wkly
"	SEC NW*	2 50	1 80	15	Four Wkly
"	DCA NW*	2 71	1 97	15	Four Wkly
"	LAX W*	2 50	1 80	20	
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	
"	EWR TC	2 40	2 30	....	Frequently
Honolulu, T. H.	LAX P	.71	.57	15	Dly
"	SFO P	.71	.57	15	Dly
"	PDX P	.71	.57	15	
"	SEC P	.71	.57	15	
"	LAX U	.71	.57	10	Dly
"	SFO U	.71	.57	10	Dly
Iguassu Falls, Brazil	LGA P	1 75	....	15	Su,T
"	MIA P	1 51	....	15	Su,T
"	MSY P	1 69	....	15	Su,F
"	HOU P	1 92	....	15	Su,F
"	BRO P	1 84	....	15	Su,F
"	CRP P	1 87	....	15	Su, F
"	NLD P	.86	....	15	
"	LAX P	2 14	....	15	Th,Sa
Iloilo, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Ipiales, Colombia	MIA P	.72	.49	15	Dly
"	MSY P	1 12	....	15	Dly
"	HOU P	1 23	....	15	Dly
"	BRO P	1 15	....	15	Dly
"	CRP P	1 18	....	15	Dly
"	NLD P	1 17	....	15	
"	LAX P	1 42	....	15	Dly
Isle of Man, U. K.	LGA AO*	1 00	.77	15	Dly
Istanbul, Turkey	IDL K	1 62	1 12	15	F
"	LGA P	1 62	1 12	15	W,Sa
"	BOS P	1 59	1 10	15	W,Sa
"	BOS AF	1 59	1 10	20	
"	IDL AF	1 62	1 12	20	
"	LGA AO*	1 74	1 41	15	Dly
"	LGA SI	1 80	1 16	25	Frequently
"	LGA C*	1 60	1 10	30	
"	DCA C*	1 60	1 10	30	
"	LGA BO	1 62	1 12	20	
"	IDL SA	1 62	1 12		Su
"	IDL SS	1 62	1 12	20	M,W,F
"	EWR TC	1 60	1 10		Frequently
Iwakuni, Japan	LGA BO	2 99	2 24	20	Wkly
Irtepec, Mexico	MIA P	.68	....	15	Dly except Sa
"	MSY P	.64	....	15	Dly except F
"	HOU P	.44	....	10	Dly
"	BRO P	.36	....	15	Dly except Sa
"	CRP P	.39	....	15	Dly
"	LAX P	.81	....	15	Dly except F
Jersey, Channel Is., U.K.	LGA AO*	1 12	.85	15	Dly
Jerusalem, Palestine	LGA TW	1 62	1 12	20	
"	LGA TW	1 62	1 12	20	
"	DCA TW	1 64	1 15	20	
"	CHI TW	1 68	1 19	20	
"	YIP TW	1 66	1 17	20	
"	BOS TW	1 59	1 10	20	
"	PHL TW	1 63	1 14	20	
"	IDL SA	1 62	1 12	....	Sp
Jibuti, Fr. Somaliland	LGA BO	2 09	1 57	20	
Jidda, Saudi Arabia	LGA BO	1 85	1 39	20	
Joao Pessoa (Cabadello)	LGA P	1 47	....	15	Th
"	MIA P	1 25	....	15	Sa
"	MSY P	1 49	....	15	Th
"	HOU P	1 63	....	15	Th
"	BRO P	1 55	....	15	Th
"	CRP P	1 58	....	15	Th
"	NLD P	1 56	....	15	
"	LAX P	1 82	....	15	W
Johannesburg, U. of So. Africa	IDL K	2 50	1 88	15	Su,T,F
"	LGA P	2 50	1 88	20	M,Th
"	BOS P	2 47	1 86	20	M,Th
"	LGA BO	2 50	1 88	20	Su,T,F
"	LGA AO*	2 72	2 03	15	T,F,Sa
"	LGA SI	2 65	2 00	25	Frequently
Johannesburg (cont'd)	IDL SA	2 50	1 88	....	Su
"	IDL S	2 50	1 88	....	Su,T,Th
"	LGA C*	2 48	1 86	30	
"	DCA C*	2 48	1 86	30	
Jolo, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Juneau, Alaska	SEC P	.30	.13	15	Twice Daily
Kamaran Isl., Eritrea	LGA AO*	2 14	1 60	15	Dly
"	LGA BO	2 10	1 58	20	
Kano, Nigeria, B.W.A.	LGA AO*	1 99	1 49	15	Dly
"	LGA BO	1 81	1 36	20	Su,T,Th,Sa
"	IDL AF	1 81	1 36	20	Thrice Wkly
"	BOS AF	1 78	1 34	20	Thrice Wkly
"	IDL K	1 81	1 36	15	Su,T,F
"	IDL SA	1 81	1 36	....	Su
Karachi, Pakistan	LGA P	2 13	1 60	15	T
"	BOS P	2 10	1 58	15	T
"	PDX P	3 57	2 68	15	
"	SEC P	3 57	2 68	15	
"	LAX P	3 57	2 68	15	
"	SFO P	3 57	2 68	15	
"	LGA AO*	2 36	1 75	15	T,F,Sa
"	LGA SI	2 25	1 65	25	Frequently
"	LGA TR	2 04	1 50	20	
"	HFD TR	2 04	1 50	20	
"	IDL K	2 13	1 60	15	Dly
"	LGA C*	2 11	1 58	30	
"	DCA C*	2 11	1 58	30	
"	LGA BO	2 13	1 60	20	Dly except W
"	IDL AF	2 13	1 60	20	
"	BOS AF	2 10	1 58	20	
"	LAX W*	3 60	2 63	....	
"	PDX W*	3 60	2 63	....	
"	SEC W*	3 60	2 63	....	
"	EWR TC	2 00	1 50	25	
Karlstad, Sweden	IDL SS	1 25	.86	....	T,Sa
"	LGA AO*	1 34	.95	15	Su,T,Th
Ketchikan, Alaska	SEC P	.22	.09	15	Twice Daily
Khartoum, Anglo-Egypt, Sudan	LGA AO*	2 04	1 53	15	Dly
"	LGA BO	1 90	1 44	20	Su,T,Th,F,Sa
"	IDL AF	2 44	1 83	....	Thrice Wkly
"	BOS AF	2 41	1 81	....	
Kindu, Belg. Congo	IDL S	2 37	1 57	....	Th
Kingston, Jamaica	MIA P	.20	.15	15	Dly
"	MIA SI	.19	.14	10	Frequently
"	LGA SI	.28	.23	.10	Frequently
"	MIA K	.20	.15	15	Dly
"	BUJ CS	.30	.25	15	T,Th,Sa
"	CHI CS	.32	.27	15	T,Th,Sa
"	YIP CS	.32	.27	15	T,Th,Sa
"	ELD CS	.31	.26	15	T,Th,Sa
"	EVV CS	.30	.25	15	T,Th,Sa
"	FWA CS	.32	.27	15	T,Th,Sa
"	GRW CS	.29	.24	15	T,Th,Sa
"	HOT CS	.33	.28	15	T,Th,Sa
"	HOU CS	.30	.25	15	T,Th,Sa
"	IND CS	.31	.26	15	T,Th,Sa
"	JAN CS	.29	.24	15	T,Th,Sa
"	LIT CS	.31	.26	15	T,Th,Sa
"	MEM CS	.29	.24	15	T,Th,Sa
"	MSY CS	.28	.23	15	T,Th,Sa
"	PUK CS	.30	.25	15	T,Th,Sa
"	PIA CS	.32	.27	15	T,Th,Sa
"	STL CS	.31	.26	15	T,Th,Sa
"	SHV CS	.31	.26	15	T,Th,Sa
"	HUF CS	.32	.27	15	T,Th,Sa
"	TOL CS	.32	.27	15	T,Th,Sa
"	MKC CS	.33	.28	15	T,Th,Sa
"	SGF CS	.32	.27	15	T,Th,Sa
"	EWR TC	.25	.22	....	Frequently
Kisumu, Kenya, B.E.A.	LGA AO*	2 28	1 71	15	Dly
"	LGA BO	2 39	1 79	....	T
Kodiak, Alaska	SEC P	.65	.28	15	
Koronadal, Bunayan, Phil.	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Kosice, Czechoslovakia	LGA AO*	1 46	1 13	15	T,F,Sa
Koweit, Koweit	LGA BO	1 91	1 43	20	
Kristiansand, Norway	IDL SS	1 27	.87	....	T,Sa
"	IDL K	1 19	.83	15	Dly
Kunming, China	CHI NW*	3 01	2 27	15	Four Wkly
"	CLE NW*	3 04	2 31	15	Four Wkly
"	YIP NW*	3 03	2 31	15	Four Wkly
"	LAX NW*	2 85	2 15	15	Four Wkly
"	MKE NW*	3 01	2 27	15	Four Wkly
"	MPS NW*	2 99	2 26	15	Four Wkly
"	LGA NW*	3 68	2 32	15	Four Wkly
"	PIT NW*	3 05	2 32	15	Four Wkly
"	PDX NW*	2 85	2 15	15	Four Wkly
"	SFO NW*	2 85	2 15	15	Four Wkly
"	SEC NW*	2 85	2 15	15	Four Wkly
"	DCA NW*	3 06	2 32	15	Four Wkly
La Ceiba, Honduras	MSY TA	.49	.37	....	M,W,F
"	MEX TA	.36	.28	....	T,Th,Sa
Lagos, Nigeria	LGA AO*	2 04	1 53	15	Dly
"	LGA BO	1 84	1 38	20	Dly except W
"	IDL AF	1 84	1 38	20	Twice Wkly
"	BOS AF	1 81	1 36	20	
La Guaira, Venezuela	LGA P	.66	.54	15	Dly
"	MIA P	.47	.34	.15	Dly
"	MSY P	.89	.61	.15	Dly
"	HOU P	.98	.66	.15	Dly
"	BRO P	.90	.10	15	Dly
La Guaira (cont'd)	NLD P	1 11	....	15	
"	CRP P	.93	.63	15	Dly
"	LAX P	1 30	....	15	Dly
"	MIA K	.47	.34	15	Dly
"	LGA SI	.56	.43	10	Frequently
"	MIA SI	.47	.34	10	Frequently
"	LGA C*	.64	.52	30	
"	DCA C*	.64	.52	30	
"	BUJ CS	.57	.44	15	T,Th,Sa
"	CHI CS	.59	.46	15	T,Th,Sa
"	YIP CS	.59	.46	15	T,Th,Sa
"	ELD CS	.58	.45	15	T,Th,Sa
"	EVV CS	.57	.44	15	T,Th,Sa
"	FWA CS	.59	.46	15	T,Th,Sa
"	GRW CS	.56	.43	15	T,Th,Sa
"	HOT CS	.60	.47	15	T,Th,Sa
"	HOU CS	.57	.44	15	T,Th,Sa
"	IND CS	.58	.45	15	T,Th,Sa
"	JAN CS	.58	.45	15	T,Th,Sa
"	LIT CS	.58	.45	15	T,Th,Sa
"	MEM CS	.56	.43	15	T,Th,Sa
"	MSY CS	.55	.42	15	T,Th,Sa
"	PUK CS	.57	.44	15	T,Th,Sa
"	PIA CS	.59	.46	15	T,Th,Sa
"	STL CS	.58	.45	15	T,Th,Sa
"	SHV CS	.58	.45	15	T,Th,Sa
"	HUF CS	.59	.46	15	T,Th,Sa
"	TOL CS	.59	.46	15	T,Th,Sa
"	MKC CS	.60	.47	15	T,Th,Sa
"	SGF CS	.59	.46	15	T,Th,Sa
"	EWR TC	.45	.35	25	
Lanchow, China	CHI NW*	2 90	2 22	15	Four Wkly
"	CLE NW*	2 99	2 26	15	Four Wkly
"	YIP NW*	2 98	2 26	15	Four Wkly
"	LAX NW*	2 80	2 10	15	Four Wkly
"	MKE NW*	2 96	2 22	15	Four Wkly
"	MPS NW*	2 94	2 21	15	Four Wkly
"	LGA NW*	3 03	2 27	15	Four Wkly
"	PIT NW*	3 00	2 27	15	Four Wkly
"	PDX NW*	2 80	2 10	15	Four Wkly
"	SFO NW*	2 80	2 10	15	Four Wkly
"	SEC NW*	2 80	2 10	15	Four Wkly
"	DCA NW*	3 01	2 27	15	Four Wkly
La Paz, Bolivia	MIA P	1 15	.85	15	M,T,W,F,Sa
"	MSY P	1 31	.98	15	M,T,Th,F,Sa
"	HOU P	1 36	1 02	15	Dly
"	BRO P	1 32	.99	15	M,T,Th,F,Sa
"	CRP P	1 35	1 01	15	Dly
"	NLD P	1 30	....	15	
"	LAX P	1 49	1 12	15	Su,M,W,Th,
"	LGA SI	1 23	.93	20	Frequently
"	MIA SI	1 14	.84	20	Frequently
"	EWR TC	1 42	1 24	....	Frequently
Laoag, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Leeuwarden, Nethlnds	LGA AO*	1 17	.86	15	T,F,Sa
Legaspi, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJP PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Leopoldville, Belgian Congo	LGA P	2 25	1 69	15	M,Th
"	BOS P	2 22	1 67	15	M,Th
"	LGA AO*	2 26	1 75	15	T,F,Sa
"	IDL S	2 25	1 69	....	Th
"	IDL AF	2 25	1 69	20	Thrice Wkly
"	BOS AF	2 22	1 67	20	Thrice Wkly
Lethbridge, Alb., Can.	LGA T	8 50	.31	....	Dly
"	CTB W	.04	....	....	Dly
Libreville, Fr. Eq. Af.	IDL AF	2 15	1 61	20	
"	BOS AF	2 12	1 59	20	
Liege, Belgium	IDL S	1 14	.85	....	Th
Lima, Peru	MIA P	.99	.74	15	Dly
"	MSY P	1 07	.82	15	Dly
"	HOU P	1 10	.84	15	Dly
"	BRO P	1 10	.84	15	Dly
"	CRP P	1 10	.84	15	Dly
"	NLD P	1 24	....	15	
"	LAX P	1 39	1 04	15	Dly
"	IDL PI	1 13	.85	20	T,W,F,Sa
"	DCA PI	1 09	.83	10	T,W,F,Sa
"	MIA SI	.97	.73	10	Frequently
"	LGA SI	1 06	.84	10	Frequently
"	HOU B	1 10	.84	20	
"	IND B	1 10	.85	20	
"	LRD B	1 11	.85	20	
"	MSY B	1 07	.82	20	
"	SAT B	1 10	.84	20	
"	BRO B	1 11	.85	20	
"	CHI B	1 13	.87	20	
"	CRP B	1 10	.84	20	
"	DAL B	1 11	.85	20	
"	FTW B	1 11	.85	20	
"	HAV B	.98	.73	10	
"	EWR TC	1 20	1 00	....	Frequently
Lisbon, Portugal	LGA P	1 01	.76	15	Dly except S
"	BOS P	.98	.74	15	T
"	LGA AO*	1 41	1 11	15	Dly
"	LGA SI	1 20	.78	25	Frequently
"	IDL S	1 41	1 06	....	Th
"	LGA TR	1 15	.70	10	
"	HFD TR	1 15	.70	10	
"	LGA C*	.99	.76	30	
"	DCA C*	.99	.76	30	
"	LGA BO	1 01	.76	20	Dly except W

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Lisbon, Portugal (cont'd)	IDL AF	1 09	82	20	Twice Weekly
"	BOS AF	1 06	80	20	
"	LGA TW	1 01	76	20	Dly
"	BOS TW	98	74	20	F
"	YIP TW	1 05	81	20	
"	CHI TW	1 07	83	20	
"	IDL K	1 41	1 06	15	W,Sa
"	EWR TC	1 00	75	25	
Liverpool, England	LGA AO*	1 02	78	15	Dly
Loja, Ecuador	MIA P		82	61	15	T
"	MSY P		90	69	15	M
"	HOU P		93	71	15	M
"	BRO P		93	71	15	M
"	CRP P		93	71	15	M
"	NLD P	1 15			15	
"	LAX P	1 26	95	15	Su
London, England	LGA P	1 03	77	15	Dly
"	BOS P	1 00	75	15	Dly
"	LGA AO	1 03	77	15	Dly
"	LGA SI	1 10	75	25	Frequently
"	IDL S	1 12	82		Th
"	LGA TR	70	60	10	
"	HFD TR	70	60	10	
"	IDL SW	87	70	20	
"	LGA C*	1 03	77	30	
"	DCA C*	1 03	77	30	
"	LGA BO	1 03	77	20	Dly except W
"	IDL SS	1 03	77		Dly
"	IDL AF	1 09	82	20	Dly
"	BOS AF	1 06	80	20	Dly
"	IDL K	1 15	83	15	Dly
"	UL T	97	73		
"	QY T	82	62		
"	EWR TC	70	60	25	
London, Ont., Canada	LGA T*	2 14	0555		Dly
Luxembourg	IDL S	1 16	86		Su,T,Th
"	LGA AO*	1 24	91	15	Dly
"	LGA C*	1 14	84	30	
"	DCA C*	1 14	84	30	
Luxor, Egypt	LGA AO*	1 91	1 43	15	Dly
"	LGA BO	1 71	1 28	20	
Lydda, Palestine	LGA TR	1 98	1 27	15	
"	HFD TR	1 98	1 27	15	
"	IDL SS	1 62	1 12	20	M,W,F
"	EWR TC	1 75	1 25	25	
Lyon, France	IDL AF	1 16	87	20	Dly
"	BOS AF	1 13	85	20	
"	LGA C*	1 20	93	30	
"	DCA C*	1 20	93	30	
"	LGA AO*	1 29	98	15	T,F,Sa
Maastricht, Netherlands	LGA AO*	1 17	86	15	T,F,Sa
Maceio, Brazil	LGA P	1 52		15	Dly
"	MIA P	1 26		15	Dly
"	MSY P	1 51		15	Dly
"	HOU P	1 64		15	Dly
"	BRO P	1 56		15	Dly
"	CRP P	1 59		15	Dly
"	NLD P	1 90		15	
"	LAX P	1 86		15	Dly
Madrid, Spain	LGA AO*	1 34	1 05	15	Dly
"	LGA SI	1 32	99	25	Frequently
"	LGA TR	1 20	95	10	
"	HFD TR	1 20	95	10	
"	LGA C*	1 11	81	30	
"	DCA C*	1 11	81	30	
"	LGA BO	1 13	83	20	Dly except W
"	IDL AF	1 13	83	20	
"	BOS AF	1 10	81	20	
"	LGA TW	1 13	83	20	Dly
"	BOS TW	1 10	81	20	F
"	CHI TW	1 19	90	20	
"	YIP TW	1 17	88	20	
"	IDL K	1 34	1 01	15	W,Sa
"	EWR TC	1 05	75	25	
Maganque, Colombia	MIA P		52	35	15	Su,T,F
"	MSY P		1 02		15	Su,M,F
"	HOU P		1 30		15	Su,M,F
"	BRO P		1 12		15	Su,M,F
"	CRP P		1 15		15	Su,M,F
"	NLD P		1 14		15	
"	LAX P		1 39		15	Su,Th,Sa
Malmo, Sweden	IDL AF	1 26	88	20	Dly
"	BOS AF	1 23	86	20	Dly
"	LGA AO*	1 25	88	15	Su,T
"	LGA TR	1 05	90	12½	
"	HFD TR	1 05	90	12½	
"	IDL SS	1 26	88	20	M,W,F
Malta, Malta	LGA AO*	1 45	1 15	15	Dly
"	LGA BO	1 37	97	20	Su,T,Th,F,Sa
Managua, Nicaragua	MIA P		51	37	15	Dly
"	MSY P		47	35	15	Twice Daily
"	HOU P		47	39	15	Twice Daily
"	BRO P		47	39	15	Twice Daily
"	CRP P		47	39	15	Twice Daily
"	NLD P		51	37	15	
"	LAX P		66	51	15	Dly
"	LGA EA		51	44	20	
"	MIA EA		44½	35½	20	
"	HAV EA		36½	29½	15	
"	MSY TA		48	35		M,W,F
"	MEX TA		36	26		T,Th,Sa
Manaos, Brazil	LGA P	1 44			15	Su,W,T
"	MIA P	1 24			15	Su,W,Th
"	MSY P	1 48			15	M,T,F
"	HOU P	1 62			15	W,F,Sa
"	BRO P	1 54			15	M,T,F
"	CRP P	1 57			15	W,F,Sa
"	NLD P	1 55			15	
"	LAX P	1 79			15	S,M,Th

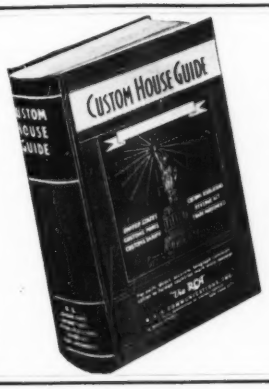
Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Manchester, England	LGA AO*	1 03	79	15	Dly
"	IDL K	1 29	97	15	Su,T,Th
Manila, Philippines	LAX P	2 50	1 88	15	M,T,F,Sa
"	SFO P	2 50	1 88	15	M,T,F,Sa
"	PDX P	2 50	1 88	15	
"	SEC P	2 50	1 88	15	
"	LGA P	2 89	2 52	15	M,T,F,Sa
"	BOS P	2 86	2 50	15	M,T,F,Sa
"	SFO PH	2 50	1 88	20	W,Sa
"	HJR PH	1 79	1 26	20	W,Sa
"	EDF NW	2 40	1 75	20	Thrice Wkly
"	CHI NW	2 66	1 92	20	Thrice Wkly
"	CLE NW	2 69	1 96	20	Thrice Wkly
"	YIP NW	2 68	1 96	20	Thrice Wkly
"	LAX NW*	2 50	1 80	20	Thrice Wkly
"	MKE NW	2 66	1 92	20	Thrice Wkly
"	MPS NW	2 64	1 91	20	Thrice Wkly
"	LGA NW	2 73	1 97	20	Thrice Wkly
"	PIT NW	2 70	1 97	20	Thrice Wkly
"	PDX NW*	2 50	1 80	20	Thrice Wkly
"	SFO NW*	2 50	1 80	20	Thrice Wkly
"	SEC NW	2 50	1 80	20	Thrice Wkly
"	DCA NW	2 71	1 97	20	Thrice Wkly
"	LAX W*	2 50	1 80	20	
"	MPS NW	2 64	1 91	20	Thrice Wkly
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	
"	SEC K*	2 50	1 80		F
Manizales, Colombia	MIA P		65	44	15	Dly
"	MSY P	1 04			15	Dly
"	HOU P	1 15			15	Dly
"	BRO P	1 07			15	Dly
"	CRP P	1 10			15	Dly
"	NLD P	1 09			15	
"	LAX P	1 34			15	Dly
Manta, Ecuador	MIA P		80	60	15	M,Th,Sa
"	MSY P		88	68	15	Su,W,F
"	HOU P		91	70	15	M,F
"	BRO P		91	70	15	Su,W,F
"	CRP P		91	70	15	M,F
"	NLD P	1 12			15	
"	LAX P	1 24	94	15	Tu,Th,Sa
Manzanillo, Cuba	MIA P		15	11	15	Dly
Maracaibo, Venezuela	MIA P		44	32	15	Dly
"	LGA P		75	62	15	Dly
"	MSY P		81	56	15	Dly
"	HOU P		90	62	15	Dly
"	BRO P		82	57	15	Dly
"	CRP P		85	59	15	Dly
"	NLD P	1 03			15	
"	LAX P	1 27			15	Dly
"	MIA K		44	32	15	Dly
"	MIA SI		47	32	10	Frequently
"	LGA SI		55	43	10	Frequently
"	LGA C*		73	60	30	
"	DCA C*		73	60	30	
Mariehamn, Finland	LGA AO*	1 33	94	15	Su,T,Th
Marseilles, France	LGA AO*	1 38	1 06	15	T,F,Sa
"	LGA C*	1 21	87	30	
"	DCA C*	1 21	87	30	
"	LGA BO	1 23	89	20	Su,T,Th,F
"	IDL SS	1 62	1 10	20	M,W,F
"	IDL AF	1 23	89	20	Dly
"	BOS AF	1 20	87	20	Dly
"	IDL K	1 23	89	15	Sa
Masbate, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Maturin, Venezuela	LGA P		62	52	15	Dly
"	MIA P		56	40	15	Dly
"	MSY P		97	65	15	Dly
"	HOU P	1 07		71	15	Dly
"	BRO P		98	66	15	Dly
"	CRP P	1 02		68	15	Dly
"	NLD P	1 17			15	
"	LAX P	1 38			20	Dly
"	MIA K		56	40	15	
Mauritius	IDL AF	3 78	2 84	20	Weekly
"	BOS AF	3 75	2 81	20	
Mayaguez, Puerto Rico	EWR TC		35	20		Frequently
Mayaguna, Cuba	MIA P		17	13	15	
Mazatlan, Mexico	HOU P		55		15	Dly
"	BRO P		47		15	Dly
"	CRP P		50		15	Dly
"	LAX P		45	34	15	Dly
Medellin, Colombia	MIA P		59	40	15	Dly
"	MSY P		67	52	15	Dly
"	HOU P		70	54	15	Dly
"	BRO P		70	54	15	Dly
"	CRP P		70	54	15	Dly
"	NLD P	1 09			15	
"	LAX P	1 03		78	15	Dly
"	LGA C*		67	48	30	
"	DCA C*		67	48	30	
Merida, Mexico	MIA P		25	19	15	Twice Daily
"	MSY P		22	16	15	Twice Daily
"	HOU P		61		15	Dly
"	BRO P		55		15	Dly
"	CRP P		56		15	Dly
"	LAX P		92		15	Dly
"	DAL B		56			Dly
"	FTW B		56			Dly
"	LRD B		42			Dly
"	SAT B		49			Dly
Mexicali, Mexico	LAX P		12		15	Dly
Mexico City, Mexico	MIA P		44	32	15	Twice Daily
"	MSY P		61		15	Dly
"	HOU P				13	15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Mexico City, (cont'd)	BRO P			11	15	Dly
"	CRP P			12	15	Dly
"	LAX P			25	15	Dly
"	MSY TA		61	46		M,W,F
"	DAL A		20			Dly
"	DAL B		36			Dly
"	LRD B		24			Dly
"	FTW B		36			Dly
"	SAT B		30			Dly
"	LAX A		38			Dly
"	ELP A		25			Dly
"	SAT A		30			Dly
Meycawayan, Bulacan, Philippines	SFO PH	2 50	1 88	20	W,Sa
"	HJR PH	1 79	1 26	20	W,Sa
"	LAX W*	2 50	1 80	20	
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	
Midway Island	LAX P	1 18		89	15	Four Wkly
"	SFO P	1 18		89	15	Four Wkly
"	PDX P	1 18		89	15	
"	SEC P	1 18		89	15	
Milan, Italy	IDL AF	1 30		98	20	
"	BOS AF	1 28		96	20	
"	LGA SW	1 06		85	20	
"	LGA AO*	1 39	1 06	15	T,F,Sa
"	IDL S	1 30		98		Th
"	LGA TR	1 00		85	15	
"	HFD TR	1 00		85	15	
Minatitlan, Mexico	MIA P		51		15	Dly
"	MSY P		47		15	Dly
"	HOU P		44		15	Dly
"	BRO P		38		15	Dly
"	CRP P		39		15	Dly
"	LAX P		79		15	Dly
Misamis, Labo, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	
"	PDX W*	2 60	1 90	20	
"	SEC W*	2 60	1 90	20	
Montego Bay, Jamaica	MIA P		20	15	15	Dly
Monteria, Colombia	MIA P		53	36	15	Dly
"	MSY P	1 03			15	Dly
"	HOU P	1 21			15	Dly
"	BRO P	1 13			15	Dly
"	CRP P	1 16			15	Dly
"	NLD P	1 15			15	
"	LAX P	1 40			15	Dly
Monterrey, Mexico	DAL A		15		15	Dly
"	ELP A		18		15	Dly
"	LAX A		31		15	Dly
"	SAT A		09		15	Dly
"	FTW B		27		17	Dly
"	DAL B		27		17	Dly
"	LRD B		13		15	Dly
"	SAT B		20		15	Dly
Montevideo, Uruguay	LGA P	1 62		93	15	Dly
"	MIA P	1 51		89	15	Dly
"	MSY P	1 65			15	Dly
"	HOU P	1 76			15	Dly
"	BRO P	1 68			15	Dly
"	CRP P	1 71			15	Dly
"	NLD P	1 72			15	
"	LAX P	1 98		20	15	Dly
"	MIA SI	1 41		88	20	Frequently
"	LGA SI	1 51		92	20	Frequently
"	EWR TC	1 55		93		Frequently
Montreal, Que., Canada	LGA C		12			Dly
"	BTV NE		04			Dly
Moscow, USSR	LGA AO*	1 72	1 27	15	Su,T,Th
"	IDL SS	1 72	1 28	20	Dly
Mossoro, Brazil	LGA P	1 41			15	T
"	MIA P	1 24			15	T
"	MSY P	1 46			15	Su
"	HOU P	1 61			15	Su
"	BRO P	1 53			15	Su
"	CRP P	1 56			15	Su
"	LAX P	1 76			15	Sa
"	NLD P	1 54			15	
Mulhouse, France	LGA AO*	1 32		94	15	T,F,Sa
"	IDL SS	1 51	1 03		20	M,W,F
"	IDL AF	1 17		88	20	
"	BOS AF	1 14		86	20	
"	IDL K	1 19		88	15	Dly except M
Munich, Germany	LGA P	1 28		92	15	Dly
"	BOS P	1 25		90	15	Dly
"	IDL K	1 28		92	15	Th,Sa
"	LGA AO*	1 32	1 00		15	T,F,Sa
Naga, Philippines	SFO PH	2 60	1 98		20	W,Sa
"	HJR PH	1 89	1 36		20	W,Sa
"	LAX W*	2 60	1 90		20	
"	PDX W*	2 60	1 90		20	
"	SEC W*	2 60	1 90		20	
Nairobi, Kenya	LGA AO*	2 31	1 73		15	Dly
"	LGA BO	2 27	1 70		20	Su,T,Th,F,Sa
"	IDL AF	3 05	2 28		20	
"	BOS AF	3 02	2 25		20	
Naknek, Alaska	SEC P		65		25	15	
Nandi, Fiji	SFO BO*	1 75	1 31		15	
"	SFO BC	1 75	1 31		
"	HJR BC	1 04		78	
Nanking, China	CHI NW*	2 71	1 97		15	Four Wkly
"	CLE NW*	2 74	2 01		15	Four Wkly
"	YIP NW*	2 73	2 01		15	Four Wkly
"	MKE NW*	2 71	1 97		15	Four Wkly
"	MPS NW*	2 69	1 96		15	Four Wkly
"	LGA NW*	2 78	2 02		15	Four Wkly
"	PIT NW*	2 75	2 02		15	Four Wkly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Nanking (cont'd)	PDX NW*	2 55	1 85	15	Four Wkly
"	SEC NW	2 55	1 85	15	Four Wkly
"	DCA NW	2 76	2 02	15	Four Wkly
"	LAX NW*	2 55	1 85	15	Four Wkly
"	SFO NW*	2 55	1 85	15	Four Wkly
Naples, Italy	LGA AO*	1 50	1 17	15	T,F,Sa
Nassau, Bahamas	MIA P	.07	.05	15	Twice Dly
"	EWR TC	.14	.12		Frequently
Natal, Brazil	LGA P	1 45		15	Dly
"	MIA P	1 25		15	Dly
"	MSY P	1 48		15	Dly
"	HOU P	1 62		15	Dly
"	BRO P	1 54		15	Dly
"	CRP P	1 57		15	Dly
"	NLD P	1 55		15	
"	LAX P	1 80		20	Dly
"	MIA SI	1 24	1 12	20	Frequently
"	LGA SI	1 33	1 21	20	Frequently
"	EWR TC	1 40	1 20		Frequently
Niamey, Fr W. Af.	IDL AF	2 06	1 55	20	Weekly
"	BOS AF	2 02	1 53	20	
Nice, France	LGA AO*	1 27	.98	15	Dly
"	LGA S	1 23	.93		Th
"	IDL SS	1 66	1 12	20	M,W,F
"	IDL AF	1 23	.89	20	Dly
"	BOS AF	1 20	.87	20	Dly
"	LGA BO	1 23	.89	20	Su,T,Th
Nicosia, Cyprus	LGA AO*	1 73	1 30	15	Dly
"	LGA BO	1 64	1 14	20	F
Nome, Alaska	SEC P	.55	.23	15	Su,T,W,F
North Bay, Ont., Canada	LGA T *	2 64			Dly
Noumea, New Caledonia	LAX P	2 01	1 52	15	W,Sa
"	SFO P	2 01	1 52	15	W,Su
"	PDX P	2 01	1 52	15	
"	SEC P	2 01	1 52	15	
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14			Dly
Nueva Ocotepeque, Hon.	MSY TA	.50	.38		M,W,F
"	MEX TA	.37	.29		T, Th, Sa
Nuevo Laredo, Mexico	DAL B	.07	.06	.10	Dly
"	FTW B	.07	.06	.10	Dly
"	SAT B	.04	.03	.10	Dly
"	LRD B	.04	.03	.10	Dly
"	HOU B	.07	.06	.10	Dly
"	CHI B	.13	.12	.10	Dly
Oaxaca, Mexico	MIA P	.71		.15	Dly
"	MSY P	.68		.15	Dly
"	HOU P	.38		.15	Dly
"	BRO P	.30		.15	Dly
"	CRP P	.33		.15	Dly
"	LAX P	.76		.15	Dly
Okinawa	EDF NW	2 35	1 70	20	Thrice Wkly
"	CHI NW	2 66	1 92	20	Thrice Wkly
"	CLE NW*	2 66	1 96	20	Thrice Wkly
"	YIP NW*	2 68	1 96	20	Thrice Wkly
"	LAX NW*	2 50	1 80	20	Thrice Wkly
"	MKE NW	2 66	1 92	20	Thrice Wkly
"	MPS NW	2 64	1 91	20	Thrice Wkly
"	LGA NW	2 73	1 97	20	Thrice Wkly
"	PIT NW	2 70	1 97	20	Thrice Wkly
"	PDX NW*	2 50	1 80	20	Thrice Wkly
"	SFO NW*	2 50	1 80	20	Thrice Wkly
"	SEC NW	2 50	1 80	20	Thrice Wkly
"	DCA NW	2 71	1 97	20	Thrice Wkly
"	LAX P	2 40	1 80	15	
"	SFO P	2 40	1 80	15	
"	PDX P	2 40	1 80	15	
"	SEC P	2 40	1 80	15	
Oran, Algeria	LGA AO*	1 47	1 17	15	Dly
"	IDL AF	1 38	1 04	20	Six Weekly
"	BOS AF	1 35	1 01	20	
Oruro, Bolivia	MIA P	1 18	.86	15	Dly except Sa
"	MSY P	1 34	1 01	15	Dly except F
"	HOU P	1 30	1 04	15	Dly
"	BRO P	1 35	1 01	15	Dly except Sa
"	CRP P	1 36	1 02	15	Dly
"	NLD P	1 35	1 13	15	
"	LAX P	1 51	.83	15	Dly except F
Oslo, Norway	LGA AO	1 20	.83	15	Th
"	IDL S	1 20	.83		Th
"	LGA TR	1 00	.82	12½	
"	HFD TR	1 00	.82	12½	
"	LGA C*	1 18	.81	30	
"	DCA C*	1 18	.81	30	
"	LGA BO	1 20	.83	20	Sa,T,Sa
"	IDL SS	1 20	.83	20	T,Sa
"	IDL AF	1 20	.83	20	Six Weekly
"	BOS AF	1 17	.81	20	
"	IDL K	1 20	.83	15	Su,T,Th
"	EWR TC	1 00	.80	25	
Ostrava, Czechoslovakia	LGA AO*	1 39	1 06	15	T,F,Sa
Ottawa, Ont., Canada	LGA C	.16			Dly
Palermo, Italy	LGA AO*	1 54	1 20	15	T,F,Sa
Panama City, Panama	MIA P	.39	.29	15	Twice Dly
"	MSY P	.47	.37	15	Dly
"	HOU P	.50	.39	15	Twice Dly
"	BRO P	.50	.39	15	Twice Dly
"	CRP P	.50	.39	15	Twice Dly
"	NLD P	.66	.47	15	
"	LAX P	.83	.63	15	Dly
"	MSY TA	.64	.46		M,W,F
"	MEX TA	.53	.38		T,Th,Sa
"	IDL PI	.51	.40	.10	T,W,F,Sa
"	DCA PI	.49	.38	.10	T,W,F,Sa
"	MIA SI	.38	.28	.10	Frequently
"	LGA SI	.47	.37	.10	Frequently
Paramaribo, Surinam	LGA P	.77	.59	.15	Dly
"	MIA P	.73	.51	.15	Dly
"	MSY P	1 14	.74	15	Dly
Paramaribo (cont'd)	HOU P	1 23	.79	15	Dly
"	BRO P	1 15	.75	15	Dly
"	CRP P	1 18	.76	15	Dly
"	NLD P	1 25	..	15	
"	LAX P	1 48	15	15	Dly
"	MIA K	.73	.51	15	T,F,Sa
"	LGA AO*	1 22	.91	15	T,F,Sa
Paris, France	LGA SI	1 20	.79	.25	Frequently
"	IDL S	1	.82		Su,T,Th
"	LGA TR	.85	.70	12½	
"	HFD TR	.85	.70	12½	
"	IDL SW	.91	.74	20	
"	DCA C*	1 13	.81	30	
"	LGA C*	1 13	.81	30	
"	LGA BO	1 09	.82	20	Su*T,Th,F,Sa
"	IDL SS	1 53	1 04	20	M,W,F
"	IDL AF	1 09	.82	20	Dly
"	BOS AF	1 06	.80	20	
"	IDL K	1 15	.83	15	Dly
"	LGA TW	1 09	.82	20	Dly
"	BOS TW	1 06	.80	20	Su,F
"	PHL TW	1 10	.84	20	M,Sa
"	DCA TW	1 11	.85	20	M,Sa
"	YIP TW	1 13	.87	20	Sa
"	CHI TW	1 15	.89	20	Sa
"	LGA P	1 09	.82	15	
"	BOS P	1 06	.80	15	
"	EWR TC	.85	.65	15	
Parnahyba, Brazil	LGA P	1 33	..	15	Sa,T
"	MIA P	1 19	..	15	Sa
"	MSY P	1 38	..	15	Th,Su
"	HOU P	1 56	..	15	Su,Th
"	BRO P	1 48	..	15	Th,Su
"	CRP P	1 51	..	15	Su,Th
"	NLD P	1 50	..	15	
"	LAX P	1 67	..	15	W,Sa
Pasto, Colombia	MIA P	.74	.50	15	Dly
"	MSY P	1 15	..	15	Dly
"	HOU P	1 25	..	15	Dly
"	BRO P	1 18	..	15	Dly
"	CRP P	1 21	..	15	Dly
"	NLD P	1 20	..	15	
"	LAX P	1 45	..	15	Dly
Peiping, China	CHI NW*	2 85	2 11	15	Four Wkly
"	CLE NW*	2 85	2 15	15	Four Wkly
"	YIP NW*	2 87	2 15	15	Four Wkly
"	LAX NW*	2 69	1 99	15	Four Wk.y
"	MKE NW*	2 85	2 11	15	Four Wkly
"	MPS NW*	2 83	2 10	15	Four Wkly
"	SFO NW*	2 69	1 99	15	Four Wkly
"	SEC NW*	2 69	1 99	15	Four Wkly
"	DCA NW*	2 76	2 02	15	Four Wkly
"	LGA NW*	2 92	2 16	15	Four Wkly
"	PIT NW*	2 89	2 16	15	Four Wkly
"	PDX NW*	2 69	1 99	15	Four Wkly
Pereira, Colombia	MIA P	.64	.43	15	Dly
"	MSY P	1 03	..	15	Dly
"	HOU P	1 14	..	15	Dly
"	BRO P	1 06	..	15	Dly
"	CRP P	1 09	..	15	Dly
"	NLD P	1 08	..	15	
"	LAX P	1 33	..	15	Dly
Pisa, Italy	IDL SW	1 08	.86	20	
Pointe Noire, Fr. Eq. Af.	IDL AF	2 34	1 76	20	Weekly
"	BOS AF	2 31	1 73	20	
Ponce, Puerto Rico	EWR TC	.30	.20		Frequently
Popayan, Colombia	MIA P	.68	.46	15	Dly
"	MSY P	1 03	..	15	Dly
"	HOU P	1 14	..	15	Dly
"	BRO P	1 06	..	15	Dly
"	CRP P	1 09	..	15	Dly
"	NLD P	1 08	..	15	
"	LAX P	1 33	..	15	Dly
Port au Prince, Haiti	MIA P	.17	.15	15	Dly
"	LGA P	.51	.44	15	Dly
"	MIA K	.25	.19	15	T,F
"	EWR TC	.45	.35		Frequently
Port Bell, Uganda	LGA BO	2 18	1 64	20	Su, T, F
"	MIA K	.25	.19	10	
Port of Spain, Trinidad	LGA P	.58	.49	15	Dly
"	MIA P	.56	.40	15	Dly exceptT
"	MSY P	.99	.67	15	Dly
"	HOU P	1 08	.71	15	Dly
"	BRO P	1 06	.67	15	Dly
"	CRP P	1 03	.69	15	Dly
"	NLD P	1 20	..	15	
"	LAX P	1 41	..	15	Dly
"	MIA SI	.55	.39	10	Frequently
"	LGA SI	.64	.48	10	Frequently
"	MIA K	.56	.40	15	Sa,T,Th,F
"	EWR TC	.45	.35		Frequently
Port Sudan, Ang.-Eg. Sudan	LGA BO	1 87	1 40	20	Sa,T
Porto Alegre, Brazil	LGA P	1 52	.89	15	Dly
"	MIA P	1 42	.86	15	Dly
"	MSY P	1 69	1 03	15	Dly
"	HOU P	1 88	1 11	15	Dly
"	BRO P	1 80	1 03	15	Dly
"	CRP P	1 83	1 06	15	Dly
"	NLD P	1 86	..	15	
"	LAX P	2 14	..	15	Dly
"	MIA SI	1 40	.84	.20	Frequently
"	LGA SI	1 49	.89	.20	Frequently
"	EWR TC	1 45	.89		Frequently
Prague, Czechoslovakia	LGA P	1 30	.93	.15	Dly
"	BOS P	1 27	.91	.15	Su,F
"	LGA AO*	1 32	1 00	.15	T,F,Sa
"	LGA SI	1 30	.90	.25	Frequently
"	IDL S	1 30	.93		Th
Prague (cont'd)	LGA TR	1 00	.85	12½	
"	HFD TR	1 00	.85	12½	
"	IDL SW	1 03	.83	.20	
"	LGA C*	1 28	.91	.30	
"	DCA C*	1 28	.91	.30	
"	LGA BO	1 30	.93	.20	M,T,Sa
"	IDL SS	1 30	.93	.20	M,W,F
"	IDL SA	1 30	.93	..	Su
"	IDL AF	1 30	.93	.20	Dly exceptW
"	BOS AF	1 27	.91	.20	Dly exceptW
"	IDL K	1 30	.93	.15	Dly
"	EWR TC	1 00	.85	.25	
Preston, Cuba	MIA P	.20	.15	.15	Dly
Prestwick, Scotland	LGA AO	96	.72	15	T,F
"	IDL SS	96	.72	.20	Dly
"	UL T	90	.67		
"	IDL SW	.81	.65	.20	
"	IDL K	96	.72	.15	Dly except M
Puebla, Puebla	DAL B	41	..	17	Dly
"	FTW B	41	..	17	Dly
"	LRD B	37	..	17	Dly
"	SAT B	34	..	17	Dly
Puerto Cabezas, Nic.	MSY TA	.60	.47		M,W,F
"	MEX TA	.48	.38		T,Th,Sa
Puerto Cortes, Hond.	MSY TA	.49	.37		M,W,F
"	MEX TA	.36	.28		T,Th,Sa
Puerto Princess, Philippines	SFO PH	2 60	1 98	.20	W,Sa
"	HJR PH	1 89	1 36	.20	W,Sa
"	LAX W*	2 60	1 90	.20	
"	PDX W*	2 60	1 90	.20	
"	SEC W*	2 60	1 90	.20	
Puerto Suarez, Bolivia	MIA P	1 32	.99	.15	Sa
"	MSY P	1 44	1 08	.15	F
"	BRO P	1 45	1 09	.15	F
"	LAX P	1 58	1 19	.15	Th
"	HOU P	1 49	1 12	.15	F
"	CRP P	1 46	1 10	.15	F
"	NLD P	1 51	..	.15	
Quibdo, Colombia	MIA P	.62	.42	.15	Su
"	MSY P	1 14	..	.15	F
"	HOU P	1 27	..	.15	Sa
"	BRO P	1 19	..	.15	F
"	CRP P	1 22	..	.15	Sa
"	NLD P	1 21	..	.15	
"	LAX P	1 46	..	.15	Th
Quito, Ecuador	MIA P	.74	.55	.15	Dly
"	MSY P	.82	.63	.15	Dly
"	HOU P	.85	.65	.15	Dly
"	BRO P	.85	.65	.15	Dly
"	CRP P	.85	.65	.15	Dly
"	NLD P	1 11	..	.15	
"	LAX P	1 18	.89	.15	Dly
"	MIA SI	.73	.53	.10	Frequently
"	LGA SI	.82	.62	.10	Frequently
Rabat, Fr. Morocco	IDL AF	1 55	1 16	.20	Dly
"	BOS AF	1 52	1 14	.20	
Rangoon, India	LGA BO	2 36	2 10	.20	Dly except W
Recife (Pernambuco) Brazil	LGA P	1 48	..	.15	Dly
"	MIA P	1 26	..	.15	Dly
"	MSY P	1 50	..	.15	Dly
"	HOU P	1 64	..	.15	Dly
"	BRO P	1 56	..	.15	Dly
"	CRP P	1 59	..	.15	Dly
"	NLD P	1 56	..	.15	
"	LAX P	1 84	..	.15	Dly
"	MIA SI	1 25	1 15	.20	Frequently
"	LGA SI	1 35	1 25	.20	Frequently
Regina, Sask., Canada	LGA T *	7 00	..	.25	Dly
Reunion Islands	IDL AF	3 70	2 78	.20	Weekly
"	BOS AF	3 67	2 75	.20	Weekly
Reykjavik, Iceland	LGA AO	.77	.58	15	Sa,T,Th
"	IDL SS	1 39	1 15	15	Dly
"	EWR TC	.65	.50		Frequently
Rio de Janeiro, Brazil	LGA P	1 37	.84	15	Dly
"	MIA P	1 26	.80	15	Dly
"	MSY P	1 54	.91	15	Dly
"	HOU P	1 68	.97	15	Dly
"	BRO P	1 60	.92	15	Dly
"	CRP P	1 64	.94	15	Dly
"	NLD P	1 67	..	15	
"	LAX P	1 94	..	15	Dly
"	MIA SI	1 25	.79	.20	Frequently
"	LGA SI	1 35	.83	.20	Frequently
"	EWR TC	1 25	.84	..	Frequently
Roberts Field, Liberia	IDL AF	2 04	1 53	.20	Thrice Wkly
"	BOS AF	2 01	1 51	.20	Thrice Wkly
Robore, Bolivia	MIA P	1 32	.99	.15	Sa
"	MSY P	1 44	1 08	.15	F
"	HOU P	1 49	1 12	.15	F
"	BRO P	1 45	1 09	.15	F
"	CRP P	1 46	1 10	.15	F
"	LAX P	1 58	1 19	.15	Th
"	NLD P	1 51	..	.15	
"	BOS AF	2 01	1 51	.20	Su,T,Sa
Roenne, Denmark	IDL SS	1 27	.88	..	M,W,F
Rome, Italy	LGA AO*	1 50	1 15	.15	T,F,Sa
"	LGA SI	1 50	.90	.25	Frequently
"	IDL S	1 33	.95		Th
"	LGA TR	1 05	.90	.15	
"	HFD TR	1 05	.90	.15	
"	IDL SW	1 12	.90	.20	
"	LGA C*	1 30	.90	.30	
"	DCA C*	1 30	.90	.30	
"	DCA TW	1 35	.98	.20	M,Sa
"	LGA BO	1 33	.95	.20	Su,T,F
"	IDL SS	1 79	1 20	.20	M,W,F
"	IDL AF	1 33	.95	.20	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Rome (cont'd)	BOS AF	1 30	93	20	Dly
"	IDL K	1 33	95	15	M,Th,F
"	LGA TW	1 33	95	20	Dly
"	BOS TW	1 30	93	20	F
"	PHL TW	1 34	97	20	M,Sa
"	YIP TW	1 37	1 00	20	Sa
"	CHI TW	1 39	1 02	20	Sa
"	LGA P	1 33	95	15	.....
"	BOS P	1 30	93	15	.....
"	EWR TC	1 00	70	25	.....
Saigon, Indo China	LGA AO*	2 95	2 20	15	T,F,Sa
"	IDL AF	2 54	2 20	20	Twice Wkly
"	BOS AF	2 51	2 18	20	Twice Wkly
Salinas, Ecuador	MIA P	78	58	15	Th,Sa
"	MSY P	86	66	15	W,F
"	HOU P	89	68	15	W,F
"	BRO P	89	68	15	W,F
"	CRP P	89	68	15	W,F
"	NLD P	1 12	.....	15	.....
"	LAX P	1 22	92	15	T,Th
Salisbury, So. Rhod.	LGA BO	2 47	1 85	15	T,Th,Sa
Salta, Argentina	MIA P	1 29	88	15	Sa,T,F
"	MSY P	1 42	1 07	15	M,Th,F
"	HOU P	1 46	1 10	15	M,Th,F
"	BRO P	1 42	1 07	15	M,Th,F
"	CRP P	1 44	1 08	15	M,Th,F
"	NLD P	1 46	.....	15	.....
"	LAX P	1 55	1 16	15	Sa,W,F
San Fernando, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 90	20	.....
San Ignacio de Velasco, Bolivia	MIA P	1 28	96	15	Sa
"	MSY P	1 41	1 06	15	F
"	HOU P	1 46	1 10	15	F
"	BRO P	1 42	1 07	15	F
"	CRP P	1 44	1 08	15	F
"	NLD P	1 49	.....	15	.....
"	LAX P	1 55	1 16	15	Th
San Jose, Bolivia	MIA P	1 31	98	15	Sa
"	MSY P	1 43	1 07	15	F
"	HOU P	1 48	1 11	15	F
"	BRO P	1 44	1 08	15	F
"	CRP P	1 46	1 10	15	F
"	NLD P	1 50	.....	15	.....
"	LAX P	1 56	1 17	15	Th
San Jose, Costa Rica	MIA P	50	36	15	Dly
"	MSY P	47	37	15	Dly
"	HOU P	50	39	15	Dly
"	BRO P	50	39	15	Twice Dly
"	CRP P	50	39	15	Twice Dly
"	NLD P	57	41	15	.....
"	LAX P	72	56	15	Dly
"	MSY TA	54	39	..	M,W,F
"	MEX TA	42	31	..	T,Th,Sa
San Jose, Mindoro, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 90	20	.....
San Juan, Puerto Rico	LGA SI	28	26	15	Dly
"	MIA P	17	15	15	Thrice Dly
"	MIA SI	27	24	10	Frequently
"	LGA SI	35	32	10	Frequently
"	LGA TC	30	20	..	.....
"	EWR TC	30	20	..	.....
San Pedro, Sula, Hond.	MSY TA	48	36	..	M,W,F
"	MEX TA	35	27	..	T,Th,Sa
San Salvador, El Salvador	MIA P	42	31	15	Dly
"	MSY P	39	29	15	Twice Dly
"	HOU P	50	36	15	Dly
"	BRO P	41	30	15	Dly
"	CRP P	44	32	15	Su,T,F
"	NLD P	44	32	15	.....
"	LAX P	56	45	15	Dly
"	MSY TA	39	29	..	M,W,F
"	MEX TA	26	20	..	T,Th,Sa
Santa Clara, Cuba	MIA P	1	10	15	Dly
Santa Cruz, Bolivia	MIA P	1 24	93	15	M,W,Sa
"	MSY P	1 38	1 04	15	Su,T,F
"	HOU P	1 44	1 07	15	Su,T,F
"	BRO P	1 39	1 04	15	Su,T,F
"	CRP P	1 41	1 06	15	Su,T,F
"	NLD P	1 44	.....	15	.....
"	LAX P	1 53	1 15	15	M,Th,Sa
Santa Maria, Azores	LGA P	78	59	15	Dly except
"	BOS P	75	57	15	"
Santa Marta, Colombia	MIA P	48	33	15	M,W,Sa
"	MSY P	96	.....	15	Su,T,F
"	HOU P	1 14	.....	15	Su,T,F
"	BRO P	1 06	.....	15	Su,T,F
"	CRP P	1 09	.....	15	Su,T,F
"	NLD P	1 08	.....	15	.....
"	LAX P	1 33	.....	15	M,Th,Sa
Santiago, Chile	MIA SI	85	1 28	20	Frequently
"	LGA SI	93	1 37	15	Frequently
"	MIA P	1 30	88	15	Dly
"	MSY P	1 46	1 10	15	Dly
"	HOU P	1 50	1 13	15	Dly
"	BRO P	1 46	1 10	15	Dly
"	CRP P	1 48	1 11	15	Dly
"	NLD P	1 53	.....	15	.....
"	LAX P	1 60	1 20	15	Dly
"	IDL PI	1 42	99	20	Tu,Sa
Santiago, Chile (cont'd)	DCA PI	1 40	97	20	Tu,Sa
"	EWR TC	1 40	1 00	..	Frequently
Santiago, Cuba	MIA P	18	14	15	Thrice Dly
Sao Luis, Brazil	LGA P	1 29	.....	15	Dly
"	MIA P	1 16	.....	15	Dly
"	MSY P	1 38	.....	15	Dly
"	HOU P	1 51	.....	15	Dly
"	BRO P	1 43	.....	15	Dly
"	CRP P	1 46	.....	15	Dly
"	NLD P	1 45	.....	15	.....
"	LAX P	1 62	.....	15	Dly
Sao Paulo, Brazil	LGA P	1 42	.86	15	Dly
"	MIA P	1 32	82	15	Twice Dly
"	MSY P	1 56	95	15	Dly
"	HOU P	1 75	1 04	15	Dly
"	BRO P	1 67	96	15	Dly
"	CRP P	1 70	99	15	Dly
"	NLD P	1 72	.....	15	.....
"	LAX P	1 96	.....	15	Dly
"	MIA SI	81	1 30	15	Frequently
"	LGA SI	85	1 40	15	Frequently
"	EWR TC	1 40	85	..	Frequently
Sao Salvador, Brazil	LGA P	1 58	.....	15	Dly
"	MIA P	1 38	.....	15	Dly
"	MSY P	1 54	.....	15	Dly
"	HOU P	1 72	.....	15	Dly
"	BRO P	1 64	.....	15	Dly
"	CRP P	1 67	.....	15	Dly
"	NLD P	1 67	.....	15	.....
"	LAX P	1 94	.....	15	Dly
"	MIA SI	1 19	1 27	20	Frequently
"	LGA SI	1 27	1 35	20	Frequently
Seoul, Korea	EDF NW	2 30	1 65	15	Thrice Wkly
"	CHI NW	2 56	1 87	15	Thrice Wkly
"	CLE NW	2 59	1 89	15	Thrice Wkly
"	YIP NW	2 58	1 87	15	Thrice Wkly
"	LAX NW*	2 40	1 75	15	Thrice Wkly
"	MKE NW	2 56	1 87	15	Thrice Wkly
"	MPS NW	2 54	1 86	15	Thrice Wkly
"	LGA NW	2 63	1 92	15	Thrice Wkly
"	PIT NW	2 60	1 90	15	Thrice Wkly
"	PDX NW*	2 40	1 75	15	Thrice Wkly
"	SFO NW*	2 40	1 75	15	Thrice Wkly
"	SEC NW	2 40	1 75	15	Thrice Wkly
"	DCA NW*	2 61	1 91	15	Thrice Wkly
"	LAX P	2 40	1 80	15	.....
"	SFO P	2 40	1 80	15	.....
"	PDX P	2 40	1 80	15	.....
"	SEC P	2 40	1 80	15	.....
Shanghai, China	LGA P	2 86	2 54	15	T,Sa
"	BOS P	2 83	2 52	15	T,Sa
"	LAX P	2 50	1 88	15	Su,T,W,F
"	SFO P	2 50	1 88	15	Su,T,W,F
"	PDX P	2 50	1 88	15	"
"	SEC P	2 50	1 88	15	"
"	SFO PH	2 50	1 88	15	W,Sa
"	HJR PH	2 60	1 33	20	W,Sa
"	IDL AF	2 86	2 54	20	.....
"	BOS AF	2 83	2 52	20	.....
"	EDF NW	2 40	1 75	15	Four Wkly
"	CHI NW	2 66	1 92	15	Four Wkly
"	CLE NW	2 69	1 96	15	Four Wkly
"	YIP NW	2 68	1 96	15	Four Wkly
"	LAX NW*	2 50	1 80	15	Four Wkly
"	MKE NW	2 66	1 92	15	Four Wkly
"	MPS NW	2 64	1 91	15	Four Wkly
"	LGA NW	2 73	1 97	15	Four Wkly
"	PIT NW	2 70	1 97	15	Four Wkly
"	PDX NW*	2 50	1 80	15	Four Wkly
"	SFO NW*	2 50	1 80	15	Four Wkly
"	SEC NW	2 50	1 80	15	Four Wkly
"	DCA NW*	2 75	1 97	15	Four Wkly
"	LAX W	2 50	1 80	20	.....
"	PDX W	2 50	1 80	20	.....
"	SEC W	2 50	1 80	20	.....
"	IDL K	2 86	2 54	15	Su
"	EWR TC	2 75	2 30	..	Frequently
Shannon, Eire	LGA P		92	60	15	Dly
"	BOS P		89	67	15	Dly
"	LGA AO		92	69	15	Dly
"	LGA SI	1 10	70	25	Frequently
"	LGA TR	68	58	10	"
"	HFD TR	68	58	10	"
"	LGA SW	77	61	20	"
"	IDL SA	92	69	..	Su
"	UL T	86	65	..	"
"	LGA BO	92	69	20	"
"	IDL AF	92	69	20	"
"	BOS AF	89	67	20	"
"	LGA TW	92	69	20	Dly
"	BOS TW	89	67	20	Su,F
"	PHL TW	93	71	20	M,Sa
"	YIP TW	96	74	20	Sa
"	DCA TW	94	72	20	M,Sa
"	CHI TW	98	76	20	Th,Sa
"	IDL K	2 86	2 54	15	M
"	EWR TC	75	60	25	.....
Sian, China	CHI NW*	2 88	2 14	15	Four Wkly
"	CLE NW*	2 91	2 18	15	Four Wkly
"	YIP NW*	2 90	2 18	15	Four Wkly
"	LAX NW	2 72	2 02	15	Four Wkly
"	MKE NW*	2 88	2 14	15	Four Wkly
"	MPS NW*	2 86	2 13	15	Four Wkly
"	LGA NW*	2 95	2 19	15	Four Wkly
"	PIT NW*	2 92	2 19	15	Four Wkly
"	PDX NW*	2 72	2 02	15	Four Wkly
"	SFO NW*	2 72	2 02	15	Four Wkly
"	SEC NW*	2 72	2 02	15	Four Wkly
"	DCA NW*	2 93	2 19	15	Four Wkly
Singapore, Mal. St.	LGA TR	2 45	1 57	25	Frequently
"	HFD TR	2 45	1 57	25	Frequently
"	LGA BO	2 58	2 29	20	M,Th,F,Sa
"	IDL AF	2 58	2 29	20	.....
"	BOS AF	2 55	2 27	20	.....
"	IDL K	2 58	2 29	15	Th
"	EWR TC	2 40	2 00	..	Frequently
Siuna, Nicaragua	MSY TA	.55	.42	..	M,W,F
"	MEX TA	43	33	..	T,Th,Sa
Sliac, Czechoslovakia	LGA AO*	1 43	1 10	15	T,F,Sa
Sofia, Bulgaria	LGA AO*	1 62	1 27	15	T,F,Sa
Sourabaya, Java, N.E.I.	LGA AO*	2 98	2 23	20	Dly
"	LGA BO	2 77	2 32	20	M,Th,Sa
"	IDL K	2 77	2 32	20	Dly except M
Stanleyville, Bel. Congo	LGA AO*	2 28	1 71	15	Dly
"	IDL S	2 25	1 69	....	Th
Stavanger, Norway	LGA AO*	1 16	90	15	T,F
"	IDL SS	1 29	.88	20	Tu,Sa
St. John, N. B.	BOS T	* 2 14	.056	....	Dly
"	LGA T	.20	....	....	Dly
St. Johns, Antigua, B.W.I.	LGA P	.46	.41	.15	.....
"	MIA P	.45	.33	15	.....
"	MSY P	.96	....	15	.....
"	HOU P	1 10	....	15	.....
"	BRO P	1 10	....	15	.....
"	CRP P	1 13	....	15	.....
"	NLD P	1 12	....	15	.....
"	LAX P	1 35	....	15	.....
St. Johns, N. F.	LGA AO*	.42	.32	.15	Dly
"	BOS T	.48	....	....	Dly
"	LGA WI	* 4 99	.66	....	Dly
St. Lucia, B.W.I.	LGA P	.54	.47	15	T,Th,Sa
"	MIA P	.53	.38	15	Dly
"	MSY P	1 00	....	15	Dly except Su
"	HOU P	1 15	.75	15	Dly
"	BRO P	1 07	.71	15	Dly except Su
"	CRP P	1 10	.72	15	Dly
"	NLD P	1 18	....	15	.....
"	LAX P	1 39	....	15	Dly
St. Thomas, Virgin Is. (U.S.)	LGA P	.33	.29	15	Dly
"	MIA P	.22	.18	15	Twice Dly
"	EWR TC	.35	.30	....	Frequently
Stockholm, Sweden	LGA AO	1 28	.89	15	Su,T,Th
"	LGA SI	1 40	.84	25	Frequently
"	LGA TR	1 05	.90	12½	"
"	HFD TR	1 05	.90	12½	"
"	LGA C*	1 26	.87	30	.....
"	DCA C*	1 26	.87	30	.....
"	LGA BO	1 28	.89	20	Dly except W
"	IDL SS	1 28	.89	20	Dly
"	IDL AF	1 28	.89	20	Dly
"	BOS AF	1 25	.86	20	.....
"	IDL K	1 28	.89	15	Dly
"	EWR TC	1 15	.80	25	.....
Stornoway, Scotland	LGA AO*	1 29	1 00	15	Dly
Stuttgart, Germany	LGA P	1 25	.94	15	.....
"	BOS P	1 22	.92	15	.....
"	IDL K	1 25	.94	15	Su,Th
Suva, Fiji Islands	LAX P	1 75	1 32	15	M,T,Sa
"	SFO P	1 75	1 32	15	M,T,Sa
Sydney, Australia	LAX P	2 36	1 77	15	T,Sa
"	SFO P	2 36	1 77	15	T,Sa
"	PDX P	2 36	1 77	15	"
"	SEC P	2 36	1 77	15	"
"	LGA BO	3 41	2 56	20	M,Th,F,Sa
"	SFO BO*	2 36	1 77	15	"
"	SFO BC	2 36	1 77	....	"
"	HJR BC	1 68	1 26	....	"
Sydney, N. S.	BOS T	* 94	....	....	Dly
"	LGA T	* 2 99	.90	....	Dly
Tacloban, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 90	20	.....
Tagbilaran, Philippines	SFO PH	2 60	1 98	20	W,Sa
"	HJR PH	1 89	1 36	20	W,Sa
"	LAX W*	2 60	1 90	20	.....
"	PDX W*	2 60	1 90	20	.....
"	SEC W*	2 60	1 90	20	.....
Talara, Peru	MIA P	.84	.63	15	Dly
"	MSY P	.92	.71	15	Dly
"	HOU P	.95	.73	15	Dly
"	BRO P	.95	.73	15	Dly
"	CRP P	.95	.73	15	Dly
"	NLD P	1 15	....	15	.....
"	LAX P	1 28	.97	15	Dly
"	DCA PI	.95	.73	10	T,W,F,Sa
"	IDL PI	.92	.71	15	T,W,F,Sa
Tamatave, Madagascar	IDL AF	3 50	2 63	20	Weekly
"	BOS AF	3 47	2 60	20	.....
Tampico, Mexico	HOU P	.15	.11	15	Dly
"	BRO P	.10	.08	15	Dly
"	CRP P	.13	.10	15	Dly
"	LAX P	.76	....	15	Dly
Tananarive, Madagascar	IDL AF	3 44	2 58	20	Weekly
"	BOS AF	3 41	2 56	20	.....
Tangier, Morocco	LGA AO*	1 55	1 24	15	Dly
"	IDL AF	1 61	1 21	20	.....
"	BOS AF	1 58	1 19	20	.....
Tapachula, Mexico	MIA P	.42	.31	15	Dly
"	MSY P	.39	.29	15	Dly
"	HOU P	.42	.31	15	Dly
"	BRO P	.34	.25	15	Dly
"	CRP P	.37	.28	15	Dly
"	LAX P	.88	....	15	Dly
Tegucigalpa, Honduras	MIA P	.47	.34	15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Tegucigalpa (cont'd)	MSY P	.44	.32	.15	Dly
"	HOU P	.50	.38	.15	Dly
"	BRO P	.45	.33	.15	Dly
"	CRP P	.48	.35	.15	Dly
"	NLD P	.48	.35	.15	.....
"	LAX P	.61	.48	.10	Dly
"	MSY TA	.44	.32	....	M,W,F
"	MEX TA	.31	.23	....	T,Th,Sa
Teheran, Iran	LGA AO*	2 10	1 .58	.15	Dly
"	LGA SI	2 55	1 .70	.25	Frequently
"	LGA C*	1 83	1 .37	.30	.....
"	DCA C*	1 83	1 .37	.30	.....
"	LGA BO	1 85	1 .39	.20	F
"	IDL AF	1 85	1 .39	.20	Weekly
"	BOS AF	1 82	1 .37	.20	.....
"	IDL K	1 85	1 .39	.15	F
"	IDL SS	1 85	1 .39	.20	M,W,F
"	EWR TC	1 70	1 .39	....	Frequently
Tel Aviv, Israel	LGA SI	2 25	1 .50	.25	Frequently
Tela, Honduras	MSY TA	.49	.37	....	M,W,F
"	MEX TA	.36	.28	....	T,Th,Sa
Tientsin, China	SFO NW*	2 67	1 .97	.15	Four Wkly
"	PDX NW*	2 67	1 .97	.15	Four Wkly
"	PIT NW*	2 87	2 .14	.15	Four Wkly
"	LGA NW*	2 90	2 .14	.15	Four Wkly
"	CHI NW	2 83	2 .09	.15	Four Wkly
"	CLE NW	2 86	2 .13	.15	Four Wkly
"	YIP NW*	2 85	2 .13	.15	Four Wkly
"	LAX NW*	2 67	1 .97	.15	Four Wkly
"	MKE NW	2 83	2 .09	.15	Four Wkly
"	MPS NW*	2 81	2 .08	.15	Four Wkly
"	DCA NW*	2 88	2 .14	.15	Four Wkly
Tokyo, Japan	LGA P	3 24	2 .79	.15	Sa
"	BOS P	3 21	2 .77	.15	Sa
"	LAX P	2 35	1 .76	.15	W,F
"	SFO P	2 35	1 .76	.15	W,F
"	PDX P	2 35	1 .76	.15	.....
"	SEC P	2 35	1 .76	.15	.....
"	EDF NW	2 25	1 .55	.15	Four Wkly
"	CHI NW*	2 51	1 .69	.15	Four Wkly
"	CLE NW*	2 54	1 .72	.15	Four Wkly
"	YIP NW*	2 53	1 .71	.15	Four Wkly
"	LAX NW	2 35	1 .53	.15	Four Wkly
"	MKE NW*	2 51	1 .69	.15	Four Wkly
"	MPS NW	2 49	1 .64	.15	Four Wkly
"	LGA NW	2 58	1 .75	.15	Four Wkly
"	PIT NW	2 55	1 .73	.15	Four Wkly
"	PDX NW	2 35	1 .53	.15	Four Wkly
"	SFO NW*	2 35	1 .53	.15	Four Wkly
Toronto, Ont., Canada	LGA A	.12	.07	.04	Dly
"	LGA T ▲	1 .76	.041	....	Dly
Trinidad, Cuba	MIA P	.15	.11	.15	Dly
Tripoli, Libya	LGA AO*	1 .52	1 .14	.15	Dly
"	LGA BO	1 .37	.97	.20	Dly except W
Trondheim, Norway	LGA AO*	1 29	.91	.15	Th
"	IDL SS	1 29	.88	.20	T,Sa
Trujillo, Honduras	MSY TA	.51	.39	....	M,W,F
"	MEX TA	.38	.30	....	T,Th,Sa
Tsinan, China	CHI NW*	2 79	2 .05	.15	Four Wkly
"	CLE NW*	2 82	2 .09	.15	Four Wkly
"	YIP NW*	2 81	2 .09	.15	Four Wkly
"	LAX NW*	2 63	1 .93	.15	Four Wkly
"	MKE NW*	2 79	2 .05	.15	Four Wkly
"	MPS NW*	2 77	2 .04	.15	Four Wkly
"	LGA NW*	2 86	2 .10	.15	Four Wkly
"	PIT NW*	2 83	2 .10	.15	Four Wkly
"	PDX NW*	2 63	1 .93	.15	Four Wkly
"	SFO NW*	2 63	1 .93	.15	Four Wkly
"	SEC NW*	2 63	1 .93	.15	Four Wkly
"	DCA NW*	2 .10	....	.15	Four Wkly
Tsingtao, China	CHI NW*	2 76	2 .02	.15	Four Wkly
"	CLE NW*	2 79	2 .06	.15	Four Wkly
"	YIP NW*	2 78	2 .06	.15	Four Wkly
"	LAX NW*	2 60	1 .90	.15	Four Wkly
"	MKE NW*	2 76	2 .02	.15	Four Wkly
Tsingtao (cont'd)	MPS NW*	2 74	2 .01	.15	Four Wkly
"	LGA NW*	2 83	2 .07	.15	Four Wkly
"	PIT NW*	2 80	2 .07	.15	Four Wkly
"	PDX NW*	2 60	1 .90	.15	Four Wkly
"	SFO NW*	2 60	1 .90	.15	Four Wkly
"	SEC NW*	2 60	1 .90	.15	Four Wkly
"	DCA NW	2 81	2 .07	.15	Four Wkly
Tucuman, Argentina	MIA P	1 .31	.89	.15	Su,T,F
"	MSY P	1 .44	1 .08	.15	M,Th,Sa
"	HOU P	1 .44	1 .11	.15	M,Th,Sa
"	BRO P	1 .44	1 .08	.15	M,Th,Sa
"	CRP P	1 .46	1 .10	.15	M,Th,Sa
"	NLD P	1 .50	....	.15	.....
"	LAX P	1 .56	1 .17	.15	Su,W,F
Tuguegarao, Philippines	SFO PH	2 60	1 .98	.20	W,Sa
"	HJR PH	1 .89	1 .36	.20	W,Sa
"	LAX W*	2 60	1 .90	.20	.....
"	PDX W*	2 60	1 .90	.20	.....
"	SEC W*	2 60	1 .80	.20	.....
Tumaco, Colombia	MIA P	.73	.49	.15	Su
"	MSY P	1 .14	....	.15	F
"	HOU P	1 .25	....	.15	F
"	BRO P	1 .17	....	.15	W,Sa
"	CRP P	1 .20	....	.15	W,Sa
"	NLD P	1 .19	....	.15	.....
"	LAX P	1 .44	....	.15	Th
Tunis, Tunisia	LGA AO*	1 .57	116	.15	T,F,Sa
"	IDL AF	1 .37	.97	.20	Four Wkly
"	BOS AF	1 .34	.95	.20	Four Wkly
"	IDL K	1 .37	.97	.15	M,Th
"	LGA TW	1 .37	.97	.20	M
Tuxpan, Mexico	HOU P	.26	....	.15	Dly
"	BRO P	.18	....	.15	Dly
"	CRP P	.21	....	.15	Dly
"	LAX P	.74	....	.15	Dly
Tuxtla Gutierres, Mexico	MSY P	.62	....	.15	Dly except Sa
"	MSY P	.59	....	.15	Dly except F
"	HOU P	.50	....	.15	Dly
"	BRO P	.42	....	.15	Dly except Sa
"	CRP P	.45	....	.15	Dly
"	LAX P	.83	....	.15	Dly except F
Usumbura, Bel. Congo	LGA S	2 .52	.04	....	Th
Uyuni, Bolivia	MIA P	1 .22	.87	.15	T,F
"	MSY P	1 .36	1 .02	.15	M,Th
"	HOU P	1 .42	1 .06	.15	M,Th
"	BRO P	1 .37	1 .03	.15	M,Th
"	CRP P	1 .40	1 .05	.15	M,Th
"	NLD P	1 .39	....	.15	.....
"	LAX P	1 .52	1 .14	.15	Su,W
Vancouver, B. C., Can.	SEC U	.04	.021	.10	Dly
"	LGA U	.96	.255	.10	Dly
"	LGA T ▲	10.13	.375	....	Dly
"	SFO BO*	.11	.08	.15	.....
"	SFO BC	.11	.08	....	.....
"	HJR BC	.82	.61	....	.....
Varadero, Cuba	MIA P	.12	.09	.15	Dly
Veracruz, Mexico	MIA P	.57	....	.15	Dly
"	MSY P	.53	....	.15	Dly
"	HOU P	.36	....	.15	Dly
"	BRO P	.28	....	.15	Dly
"	CRP P	.31	....	.15	Dly
"	LAX P	.78	....	.15	Dly
"	DAL B	.42	....	....	Dly
"	FTW B	.42	....	....	Dly
"	LRD B	.28	....	....	Dly
"	SAT B	.35	....	....	Dly
Victoria, Brazil	LGA P	1 .66	....	.20	Th,Sa
"	MIA P	1 .41	....	.20	Sa
"	MSY P	1 .59	....	.20	Th
"	HOU P	1 .81	....	.20	Th
"	BRO P	1 .73	....	.20	Th
"	CRP P	1 .76	....	.20	Th
"	NLD P	1 .76	....	.15	.....
"	LAX P	2 .03	....	.20	W
Victoria, B. C.	LGAT▲	10.13	....	....	Dly
Victoria de las Tunas, Cuba	MIA P	.15	.11	.10	Dly
Victoria Falls, So. Rhodesia	LGA BO	2 47	1 .85	.20	Su,T,F
Vienna, Austria	LGA P	1 36	.96	.20	Dly
"	BOS P	1 33	.94	.20	Su,F
"	LGA AO*	1 36	1 .07	.15	Dly
"	LGA SI	1 35	.80	.25	Frequently
"	LGA TR	1 05	.90	.12½	.....
"	HFD TR	1 05	.90	.12½	.....
"	LGA C*	1 34	.94	.30	.....
"	DCA C*	1 34	.94	.30	.....
"	LGA BO	1 36	.96	.20	Su,T,Sa
"	IDL AF	1 36	.96	.20	.....
"	BOS AF	1 33	.94	.20	.....
"	EWR TC	1 20	.80	.25	.....
Vigan, Philippines	SFO PH	2 60	1 .98	.20	W,Sa
"	HJR PH	1 .89	1 .36	.20	W,Sa
"	LAX W*	2 60	1 .90	.20	.....
"	PDX W*	2 60	1 .90	.20	.....
"	SEC W*	2 60	1 .90	.20	.....
Villahermosa, Mexico	MIA P	.47	....	.10	Dly
"	MSY P	.43	....	.10	Dly
"	HOU P	.48	....	.10	Dly
"	BRO P	.40	....	.10	Dly
"	CRP P	.43	....	.10	Dly
"	LAX P	.83	....	.10	Dly
Villavicencio, Colombia	MIA P	.65	.44	.10	Dly
"	MSY P	1 .12	....	.20	Dly
"	HOU P	1 .23	....	.20	Dly
"	BRO P	1 .15	....	.20	Dly
"	CRP P	1 .18	....	.20	Dly
"	NLD P	1 .17	....	.15	.....
"	LAX P	1 .42	....	.20	Dly
Visby, Sweden	IDL SS	1 .34	.93	.20	Dly
"	LGA AO*	1 .34	.94	.15	Su,T,Th
Wadi Haifa, Ang. Eg. Sudan	LGA AO*	1 .97	1 .47	.15	Dly
"	LGA BO	1 .78	1 .34	.20	Su,T,Th,Sa
Wake Island	LAX P	1 .54	1 .16	.50	Five Wkly
"	SFO P	1 .54	1 .16	.20	Five Wkly
"	PDX P	1 .54	1 .16	.15	.....
"	SEC P	1 .54	1 .16	.15	.....
Warsaw, Poland	LGA AO*	1 .45	1 .11	.15	T,F,Sa
"	IDL SA	1 .50	1 .13	....	Su
"	IDL SS	1 .52	1 .04	.20	Dly
"	IDL AF	1 .43	1 .07	.20	.....
"	BOS AF	1 .40	1 .05	.20	.....
Whitehorse, Canada	SEC P	.35	.14	.10	Su,T,WF,
Windsor, Ont., Canada	LGA A	.20	....	....	Dly
"	CHI A	.12	....	....	Dly
"	LGA T ▲	2 .14	.056	....	Dly
"	CHI T	.12	....	....	Dly
"	LGA T ▲	5 .75	.20	....	Dly
"	GFK W	.04	....	....	Dly
Yakutat, Alaska	SEC P	.45	.18	.15	.....
Zamboanga, Philippines	SFO PH	2 60	1 .98	.20	W,Sa
"	HJR PH	1 .89	1 .36	.20	W,Sa
"	LAX W*	2 60	1 .90	.20	.....
"	PDX W*	2 60	1 .90	.20	.....
"	SEC W*	2 60	1 .90	.20	.....
Zurich, Switzerland	LGA AO*	1 .34	.99	.15	Dly
"	LGA SI	1 .31	.77	.25	Frequently
"	IDL SS	1 .30	.89	.20	M,W,F
"	IDL SA	1 .20	.89	....	Su
"	IDL S	1 .20	.89	....	Th
"	LGA TR	1 .05	.80	.12½	.....
"	HFD TR	1 .05	.80	.12½	.....
"	LGA C*	1 .05	.87	.30	.....
"	DCA C*	1 .18	.87	.30	.....
"	IDL AF	1 .18	.89	.20	Six Weekly
"	BOS AF	1 .20	.88	.20	.....
"	IDL K	1 .17	.89	.15	Dly
"	LGA BO	1 .20	.92	.20	.....
"	EWR TC	1 .22	.70	....	Frequently



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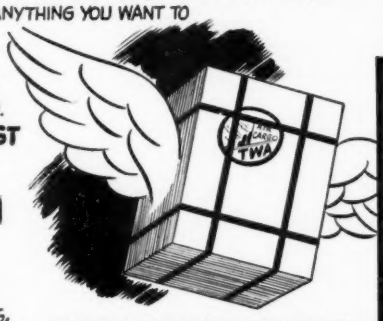

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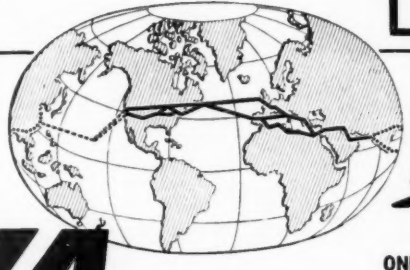

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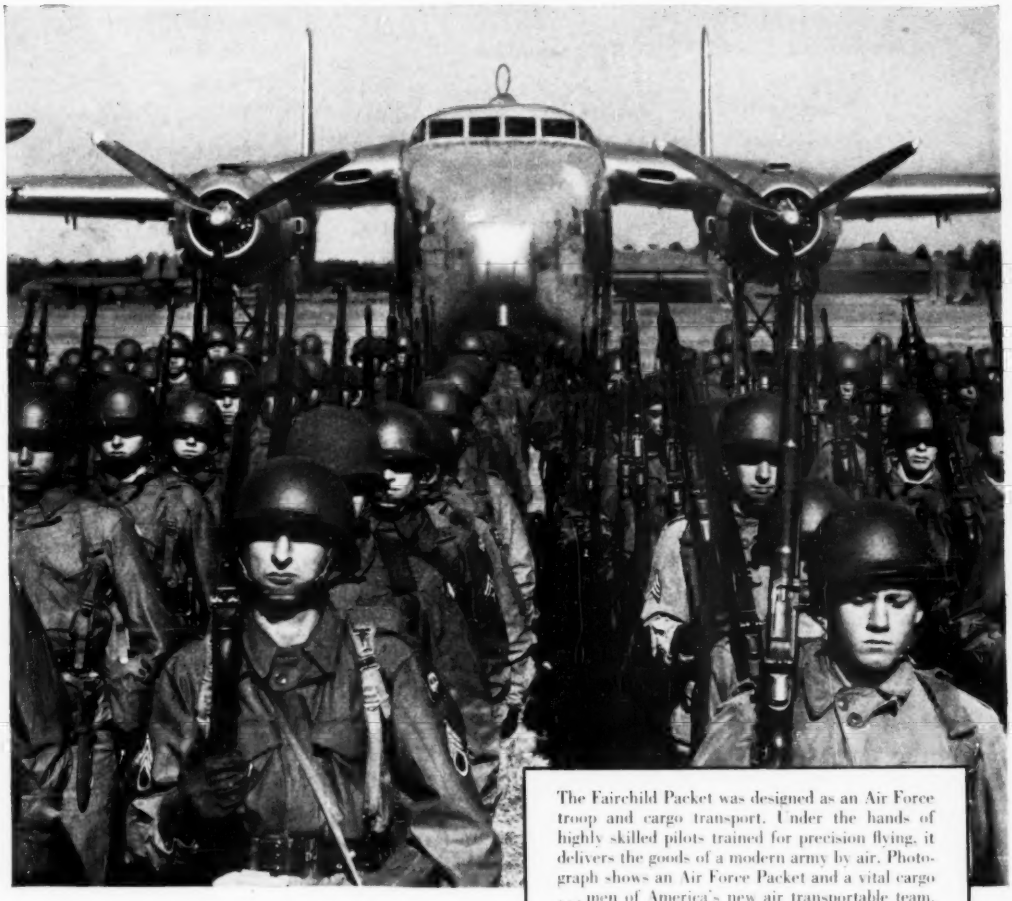

The Fairchild Packet was designed as an Air Force troop and cargo transport. Under the hands of highly skilled pilots trained for precision flying, it delivers the goods of a modern army by air. Photograph shows an Air Force Packet and a vital cargo . . . men of America's new air transportable team.

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